



## FUTURE OF 'THE TIMES'

### Dismay and disbelief among the politicians

By Our Political Staff

There were reactions of dismay and disbelief among politicians at the news of Lord Thomson's decision to sell *The Times* and *The Sunday Times*. No Cabinet Minister would comment for the record, however, although some will have confirmed their beliefs of what they see as the destructive power of trade unions.

In Whitehall it was said directly that the news had been received with great regret.

By coincidence the Prime Minister was last night fulfilling a long-standing dinner invitation from the Canadian High Commissioner at which it was conceded the subject could hardly have failed to have come up.

Among public reactions were those of Mr Michael Foot, deputy leader of the Labour Party, who said: "Every journalist in the country I would think, would be deeply shocked at hearing the news. The only consolation is that there is a little time left for a full-scale rescue operation to be attempted."

Undoubtedly this has created a crisis of major proportions for the free press in Britain."

Mr David Winnick, Labour MP for Walsall North said the Government should set up a trust fund to run *The Times* if no suitable buyer emerged.

"The Government should work on the basis that closure of *The Times* would be totally unacceptable in view of the fact that it is a national institution", he said.

If there is no suitable offer I shall propose that the Government sets up a trust fund, on the lines of the BBC, to ensure that *The Times* is kept going."

Mr Eric Moonman, chairman of the Labour newspaper group and former MP for Basildon, said after a meeting of his group that he would be discussing with Mr Ronald Haywood, Labour Party general secretary, detailed proposals for introducing a Labour newspaper with the format of *The Times*.

Although the group rejected the need for two outstanding British newspapers to be sold, it provided an opportunity for the Labour and trade union movement to meet the long-felt need of obtaining a representative voice in the press.

Mr Julian Critchley, MP for Aldershot and chairman of the Conservative media committee, has written to the Leader of the House, Mr Norman St John-Stevens, asking for a Commons debate next week on the sale

### Shares up 26p after suspension

Shares in the International Thomson Organization were suspended when the stock market opened yesterday. Transactions resumed at mid-day after the company's announcement, with a gain worked to 40p a share at one time.

When dealings ended yesterday TIO shares had made a net gain of 26p to 360p.

### Union leaders stunned amid fears that entire industry is in danger

By Paul Routledge  
Labour Editor

Newspaper union leaders said they were stunned when they were told yesterday that *The Times*, and its supplements, were being put up for sale. Print workers are being urged to work normally, to facilitate a smooth transition to a new owner.

The unions were given the news by Mr James Evans, chairman of Times Newspapers Ltd, at a brief meeting in New Printing House Square at the same time that it was being broken to the staff. Further talks will be held with management this afternoon.

The announcement that Thomson International was pulling out of national newspaper production brought speculation in some quarters that

the entire industry was in jeopardy. Mr Edward O'Brien, deputy general secretary of the National Society of Operative Printers, Graphical and Media Personnel (Nasopa), said:

"Sooner or later we have got to breathe a bit more sense into the national newspaper industry than we have got at the moment. Otherwise, there will not be an industry."

Insisting "that applies to management as well as men", he disclosed, that the TNL chairman had told the unions that after the 1979 suspension of the titles, management "had not won the hearts and minds of the employees".

"I believe he is right," Mr O'Brien said. "So maybe a new management team and a new owner might be a solution to the problem. But whoever it is, our people must agree to

honour their obligations and act in a responsible way. If there are difficulties, they have to be resolved round the table, not by turning the machine room into a battlefield."

Leaders of the main craft printing union, the National Graphical Association, will be reporting to their chapters this morning, but Mr Joe Wade, the general secretary, said last night: "We believe it is in the best interests of all unions that their members should despite their understandable anger reaction, continue to produce the newspapers without disruption because that is the only basis on which we can seek to persuade Thomson International to reverse this decision, or if that is not possible, to provide a basis on which a new buyer or buyers can be persuaded to take over the various titles."



Lord Thomson (left) : "Unable to secure cooperation." Mr Gordon Brunton : "Opportunity of more secure future".

### Mr Evans says some unions broke promises

By a Staff Reporter

Mr Harry Evans, editor of *The Sunday Times*, said last night, that both newspapers would survive the crisis under new ownership.

Mr Evans, who said he would accept notice of dismissal along with his staff, said: "It is unthinkable that they will die. But they will not necessarily survive in their present form, or on their present site, or together."

"We want someone to come in who is capable of and prepared to make the organization work, whether separately or collectively, in a way it has not worked over the past year."

Earlier he told TIN that some sections of the workforce had not kept their promises and had disrupted production.

"That has broken the heart of Ken Thomson and broken the hearts of many people as well."

### No betrayal of my father, Lord Thomson says

By a Staff Reporter

Lord Thomson of Fleet said last night that he did not feel he was betraying his father's memory by selling *The Times* and *The Sunday Times*.

In an interview on the News at Ten television programme, he said he was glad it was a decision his father had not had to make.

"It would have broken his heart to make it but it makes me feel happy about industrial relations in Fleet Street."

He said, however, that in selling the papers the Thoson Organization was not getting rid of any ordinary commodity. "When we consider propositions that might be placed before us foremost will be the quality of the purchasers."

If the current economic situation was transferred into a state of cooperation by the staff so that the papers' future could be secured by somebody else, then we will have got something for all our effort, frustration and money."

Lord Thomson said he could not be sure how an organization can expect to stay in business and operate properly and profitably if there is not some kind of cooperation and goodwill among the members of staff and management.

"I just do not see how an organization can expect to stay in business and operate properly and profitably if there is not some kind of cooperation and goodwill among the members of staff and management."

Earlier this year Pergamon launched a dawn share raid on the British Printing Corporation, one of Britain's biggest printing and publishing groups, and bought almost 30 per cent of the capital. Sun Printers, one of PTC's companies, produces *The Sunday Times* colour supplement.

Among other possible candidates is Sir James Goldsmith. He, too, has made no secret of his interest in owning a national newspaper and was said to have been a bidder for *The Observer* when it was up for sale.

Subsequently he launched his own weekly news magazine *Now! Sir James was said to be abroad.*

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ASTRA E	SALOON	4	1200S
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ASTRA L	SALOON	4	1200S
ASTRA L	HATCH	3	1300S
ASTRA L	HATCH	5	1300S
ASTRA GL	HATCH	3	1300S
ASTRA GL	HATCH	5	1300S
ASTRA L	ESTATE	3	1300S
ASTRA L	ESTATE	5	1300S

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## HOME NEWS

### Drug abuse in control of prisoners, report says

By Michael Horsell

Powerful psychotropic drugs are being seriously abused in British prisons, it was alleged by Radical Alternative to Prison (RAP) yesterday.

RAF said in a report that prison doctors are dispensing "unjustifiable" quantities of psychotropic and other drugs under conditions which deny prisoners safeguards they would normally enjoy as patients outside prison.

Because of that abuse, RAP called for the disbandment of the Prison Medical Service and its replacement by a direct doctor-patient relationship in which normal-group practices would be responsible for a prison in their area.

The doctors would be responsible to their patients and answerable to the local area health authority — a move which would permit other health bodies such as the community health councils to fulfil their role of protecting patients.

The RAP allegations are in response to the publication last July of the Report of the Work of the Prison Department 1979 (Cmd 7965), which for the first time gave details of medicines dispensed in prisons.

That report admitted the extensive use of psychotropic drugs which alter mood and behaviour, hypnotic drugs intended to promote sleep, and other drugs acting on the central nervous system.

Such a wide use, the report said, reflected the presence in the prison population of a relatively large proportion of emotionally disturbed and mentally unstable prisoners than some years ago.

The RAP report has been submitted to the Labour Parliamentary Civil Liberties Group for consideration. In its analysis of Home Office statistics, RAP points out the high dosage rates for women's prisons, especially Holloway, and the wide variation in dosage rates for male prisons.

Holloway prison tops the dosage rate table with 10 doses a woman a year of behaviour-modifying drugs or sedatives at £2.6 a woman a day, almost three times greater than the next highest dosage rate for a women's prison.

While Leeds prison, one of the most overcrowded in the country has a dosage rate of 43, arid it is more than four times higher at 189 doses a man a year.

Between 40 and 50 per cent of remand prisoners at Brixton are subsequently found guilty or given non-custodial sentences, yet that prison has the second highest dosage rate in any male prison: 299 doses man a year. Risley remand centre has a dosage rate of 119.

By comparison, Grindon Underwood prison, which is a special psychiatric prison, records the lowest dosage rate of any prison, remand centre or prison — 11 doses.

The RAP report also criticises the Home Office for its presentation of the medical statistics. According to RAP the review division's behaviour-modifying drugs, the doctor or carer drugs such as chlorures, could fall into three times one category depending on the time of day they are dispensed.

### 'Portable pump gives hope of normal life to diabetics'

Anabel Ferriman, *Medical Services Correspondent*  
Diabetics' lives may be transformed by a tiny portable pump, which provides a continuous flow of insulin into skin 24 hours a day, making injections unnecessary.

The pump, designed by an engineer with diabetes, is to be tested in clinical trials on 250 patients at Guy's Hospital, London.

By infusing insulin under the skin continuously, the pump can reproduce the body's natural processes more closely. It is claimed that the doctors are hoping that the device will arrest or reverse the serious complications of the disease, particularly blindness, kidney failure.

Professor Harry Keen, director of the unit for metabolic diseases at Guy's Hospital Medical School, announced yesterday: "There is a 10 per cent chance of diabetics becoming visually disabled after 20 years, and about half of those diagnosed before age of 15 are dead before age of 40."

What the pump has done is give us the opportunity to

### Curb is sought in police powers to ban marches

Martin Huckerby

preview screening to be held next Wednesday of the film *Caligula*, which has been banned because Mr Robert Clivane, the producer, has said that he does not want shown to the press.

*Caligula*, which has drawn critical abuse for its lewd and violent scenes in ancient Rome, opens at the Prince Charles Cinema on October 30, however Mr Guccione, head of Penthouse Films, International and publisher of the magazine *Penthouse*, announced yesterday that he did not let the press to understand very like the film.

Though the stars of the film, who include Malcolm McDowell, Peter O'Toole and John Gielgud, were invited to preview screening, none agreed to attend.

### Experiments in a Cornish quarry

### Energy source sought under earth's surface

By Craig Seton

A small quarry in the Cornish countryside, surrounded by decaying ruins of old tin workings, has become the European centre for an important investigation into geothermal energy: tapping the natural heat of hot, dry rocks, thousands of feet beneath the earth's surface to produce electricity.

The significance of the project has been recognised with a grant of £1 million from the Department of Energy and more than £1m from the EEC for the next three-year stage. The project is operated by a team based on the Camborne School of Mines.

A group at the school has been studying the potential application of geothermal energy as an alternative energy source since 1974.

The group is headed by the project's director, Mr Anthony Batchelor, a mining engineer.

The injection of vital funds has given a new incentive to the expanding team and takes it nearer to its objective. That is a pilot geothermal plant which will provide clear evidence about the feasibility of hot rocks supplying an important part of Britain's energy needs in the future.

The group is still in the early stages of an investigation of geothermal energy and its relatively simple concept. It involves drilling two wells deep into hot granite which is fractured by explosives thousands of feet below the surface.

Water is pumped under pressure down one well across the fractured granite, gathering its heat, to emerge as steam for power generation through the second well to the surface. Operating with limited funds, the team has drilled to 300 metres at a quarry at Rosemanowes, near Camborne, and has extracted water, pumped in cold, at a temperature of 11 degrees centigrade.

Many of the people he needs

for the next phase over three years will investigate the difficulties of drilling to 2,000 metres through two wells, pumping in water across a reservoir of fractured rock of two million square metres, and extracting the water heated to a temperature of 75 to 80 degrees centigrade.

The next stage would be the construction of a pilot plant, operating at 5,000 metres, heating water to steam at 175 degrees centigrade and capable of generating electricity.

Mr Batchelor, aged 37, believes that geothermal energy has for too long been considered a poor relation of wind, wave and solar energy as a means of producing alternative sources of power.

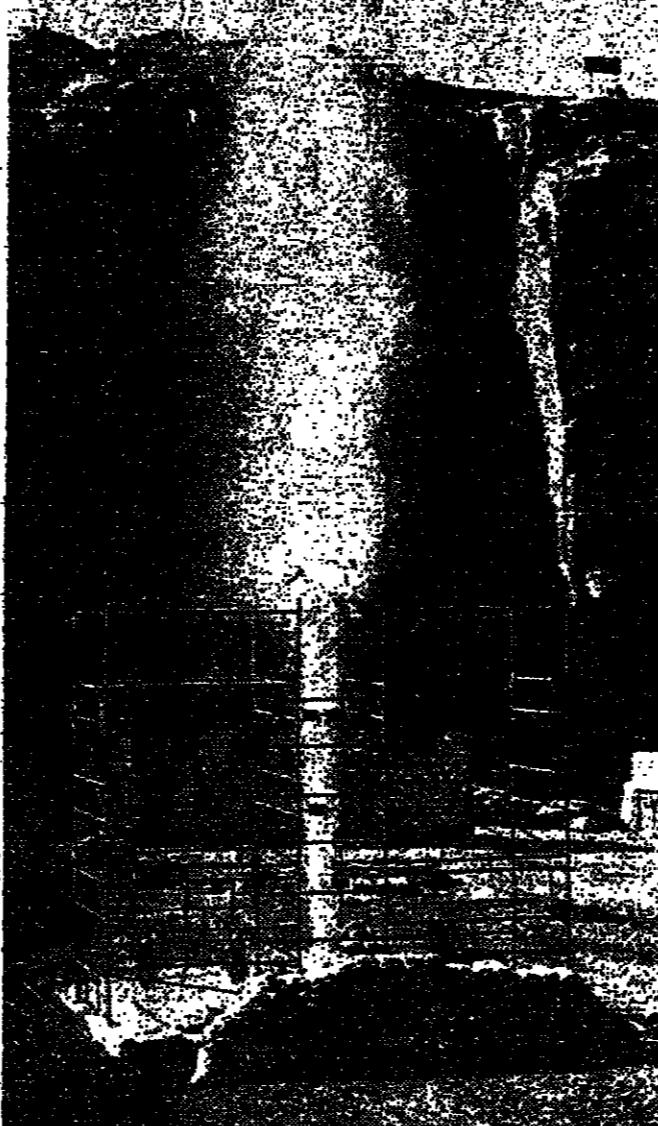
Mr Batchelor said a spine of granite ran from Dartmoor to the Isle of Scilly. The South West was a logical area for any widespread production of geothermal heat, perhaps encouraging the growth of secondary industry based on a local supply of potentially cheap energy.

The entire land surface of the United Kingdom could be considered a potential target, Mr Batchelor maintained. Geothermal energy produced in worthwhile quantities depended on political and economic farsightedness and an investment in the future and he did not underestimate the size of the task.

It would require 120 pairs of holes to be drilled to depths of 6,000 metres to meet an estimated 1 to 2 per cent of the national demand for electricity by the year 2,000 and an investment of over £1,000m in drilling costs alone.

Mr Batchelor is recruiting an operating staff of more than 50 people, but is finding it difficult to attract some of the skilled people he needs, particularly engineering geologists, rock mechanics and geophysicists.

Many of the people he needs



A fountain of water leaping from a test well at the Rosemanowes quarry after an explosion to fracture granite 300 metres beneath the surface.

work for the oil industry and are unwilling to accept short-term contracts to leave their work in what is supposed to be a declining energy source to join the pioneers in new ones.

He remains convinced, though, that geothermal energy will prove its worth: "Politically and socially, it requires somebody to make a move towards a 20-year investment. I think that sanity will prevail."

In the few years it has been

operating the Camborne experiment has achieved an importance surpassed only by a similar project in the United States.

### Priority for A roads plea by lorry drivers

By Michael Baily

Transport Correspondent  
More investment in roads to aid economic recovery was urged by Mr Jack Ashwell, of the Transport and General Workers' Union (TGWU), in evidence to the Common Selection Committee on Transport yesterday.

He attacked successive governments for under-investing in roads, and anti-roads campaigners who were often "wealthy landowners maintaining personal domains contrary to the national interest".

Britain relied more on road transport than any other country in Europe, the TGWU said in evidence, but lorry drivers and others had been waiting for years for an extension of the state-owned road network, especially between manufacturing centres and ports. They were dismayed that for political and conservationist reasons no positive decisions were taken for an essential road network.

The priority should be not motorways, which had nearly reached the limit in this country, but A roads, many of which were no more than country lanes, though forced to carry heavy volumes of traffic.

A prime example of the need for further upgrading was the A1, to which many lorries were returning because of delays caused by maintenance work on the M1.

Questioned about tachographs, Mr Ashwell said they gave no commercial benefit to anyone as they merely measured driving times and delays. Mini-tachographs might suitably be fitted to MPVs cars.

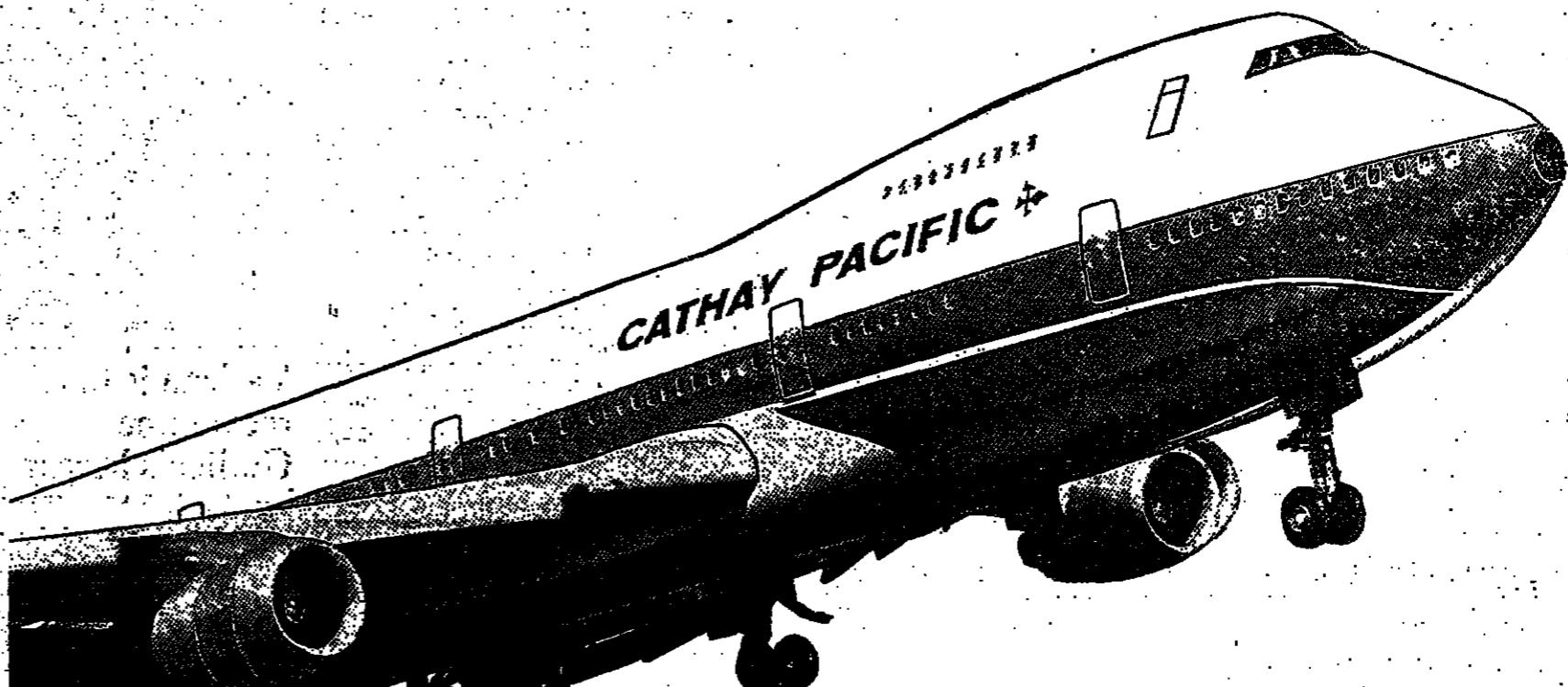
Contrary evidence came from Transport 2000, which its director Mr Nicholas Lester told the committee was not anti-road, although three-quarters of its £22,000-a-year funds came from British Rail and the three rail unions.

He criticized governments for building roads without a need being demonstrated. Roads seemed to materialize out of thin air, he said.



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## WEST EUROPE

## Candidate exposes weakness of Socialists

From Ian Murray

Paris, Oct 22  
The Socialist Party has continued to show up its many cracks and weaknesses with the announcement last night by M Jean-Pierre Chevénement that he would stand as a candidate in the presidential elections if M François Mitterrand, the party leader, did not put his name forward.

M Chevénement represents the *ceres* wing of the party, deriving his political traditions as much from the Jacobins of 1793 as from Marx. His left-wing intellectual appeal is more radical than that of M Mitterrand or M Michel Rocard, the other leading socialist, who has already announced his candidacy.

M Rocard's announcement on Sunday has therefore had the desired effect of forcing the main streams of the Socialist Party to declare themselves. M Mitterrand, who would have much preferred to have waited until next year to announce his candidature, is therefore under increasing pressure to allow his name to go forward if he is to preserve the unity of the party.

Although the official election campaign cannot start until March according to the constitution and although President Giscard d'Estaing has yet to announce that he intends to stand on the list of would-be presidents, it is growing almost daily. Yesterday, apart from M Chevénement two others were put forward.

They were those of maire from Limoges, who was designated as the candidate of the independent craftsmen, shopkeepers and workers and M Michel Colucci, better known to his millions of French fans as "Coluche".

Coluche is a music hall artist with a red nose, round spectacles and a wicked wit. He undoubtedly is more popular in France than any politician. He probably would be able to find the 500 signatures to distinguish citizens round the country which he constitutionalists do not have to his name.

The Coluche candidature is probably no more than a leg-pull, but with nearly six months still to go before the first ballot, he has already succeeded in making some of the other front-runners see that if they are not careful they could all make clowns of themselves.

## Laker Airways appealing to European Court

Hongkong, Oct 22.—Sir Freddie Laker said here today he is appealing to the European Court over rejection by the British Government of his plans for low-cost flights throughout Europe.

Sir Freddie said he was working out the best way to make the approach and was seeking legal advice.

The British Government turned down plans by Laker Airways to operate low-cost services on 600 European routes, mainly because other European countries wanted regulated fares.

"We are now faced with the question of how do we go to the court. Do we take on the British Government alone or all nine governments?" Sir Freddie said in an interview with Reuters.—Reuters.



East German border guards patrolling the reinforced Berlin Wall in the Treptow district where steel mats with spikes have been installed to make approach by car more difficult.

## Air of peace in the labyrinth of pedestrian precincts

## Modern building techniques leave Copenhagen sinking into the mud

A Campaign for Urban Renaissance is launched this week at a conference in London organized by the Council of Europe. Inner-city decline has caused concern in Britain for some years. In the third of four articles on other European cities, Christopher Follett writes about Copenhagen.

With its skyline dotted with copper spires and its meandering canals, Copenhagen is a handsome city, giving something of the feeling of Venice. It is a sinister analogy, for Copenhagen is sinking too.

Street riots in the spring were unprecedented. Police were sent into the inner Noerrebro (North Bridge) quarter to clear thousands of demonstrators, protesting against the demolition of a recreation area made way for a block of 40 flats.

Environmentalists accuse the authorities of ruining the character of the old quarters by building modern and expensive flats rather than modernizing old ones, letting them at reasonable rents and creating more recreation space in the city centre.

Activists are still occupying "Christiania", a former military barracks in the Christianshavn Quarter along Copenhagen's southern ramparts, after seven years. Shortly after being vacated by the Danish Army, squatters moved in proclaiming their own "Free City" and setting up an "alternative" society.

Although seriously affected by drug trafficking and related problems, the 800 "Christians" cling on, claiming that their project represented a broader rehabilitation centre for drop-outs than the numerous state-run institutions in welfare-state Denmark on the other side of the moats.

Next: Amsterdam

By Christopher Follett

Repeated attempts by Parliament to oust the "Chartistites" have failed. The Government now subsidizes the project and has commissioned private architects to draw up a plan by next year to preserve the area's fine buildings and build only a few new flats—as well as incorporating the positive aspects of the "Free City".

Also on the positive side, it must be said, that despite frequent complaints, the city preserves a delightful sense of provincial calm. With most of the old city now a labyrinth of pedestrian precincts, the capital has virtually no pollution, traffic noise or congestion. Traffic accidents have been cut by half since 1970. The streets are increasingly the domain of cyclists and pedestrians.

Smooth trains and plush buses serve the city efficiently at vastly more reasonable fares than London Transport. The basic interzone bus fare of 30p takes one considerable distance in comfort and with remarkable punctuality.

Despite running deficits of 600m kroner (\$1.3m), and having rolling stock modernized and staff difficulties, HCT Copenhagen transports carried a record 230m passengers last year, a 30 per cent increase over the previous year, a rate of growth which it has sustained consistently since 1974.

With the continuing oil crisis and the collective transport system now carrying slightly more than half of all the city's daily commuter traffic, the Government has promised further state subsidies as part of an energy saving programme.

Unlike in the EEC, Copenhagen also operates an exemplary van service for the handicapped, which is to be expanded this winter.

Next: Amsterdam

By Christopher Follett

## New Belgian Cabinet is sworn in

From Michael Hornsby

Brussels, Oct 22

A new Belgian coalition Government under Mr Wilfried Martens, a Flemish Christian Democrat, was sworn in here today by King Baudouin.

It is the fourth Government to be led by Mr Martens since April of last year, and the twenty-sixth change of administration since the end of the Second World War.

The new coalition is made up of Christian Democrats and Socialists, each of whom are divided into separate Flemish (Dutch-speaking) and Walloon (French-speaking) wings. The right-wing leaders, who walked out of the previous government because of disagreement over economic policy, will now form their own opposition.

Mr Martens' new team commands 140 of the 212 seats in the lower house of the Parliament and 125 of the 181 seats in the Senate.

The raid was the second that Israeli forces have staged inside Lebanon within a week.

Last Thursday troops and helicopters attacked a series of Palestinian targets deep inside Lebanon.

This means that Mr Martens

will be in a comfortable position for most purposes. But he will be just short of the two-thirds majority in the Lower House which constitutionally would be required to complete the controversial regionalization reforms.

Despite the departure of the Liberals, the new Government looks much like the old.

The two main changes involve

Mr Frank Swaelen, a Flemish Christian Democrat, who takes over at the Ministry of Defense and is a newcomer to the Cabinet, and Mr Mark Eyskens,

from the same party, who moves

to the Ministry of Finance from Development Cooperation.

By Christopher Walker

Jerusalem, Oct 22

The Israeli Government

today continued to defy world criticism when its jets launched a fierce attack on Palestinian targets deep inside Lebanon.

With the Iraqis unable to

press home their initial ad-

vantage and the Iranians apparently

incapable of matching them

in aerial combat, the

two sides have suffered

a lack of overall direct

war operations. The

Israelis seem to have opt-

ed for a long, slow war of attri-

tion, one which could in time lead

to greater reliance upon the

Iranian air force for new stocks of

ammunition and other supplies.

Unconfirmed reports suggest

that the Soviet Union has

already been making routine

stocks available to Iraq through

the Jordanian port of Aqaba,

and is likely to seize upon the

instability in the Gulf as a pre-

text for diplomatic involvement

overlong. Iraq would be ab-

le to occupy the territory if it entered without overrunning its supply lines.

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## OVERSEAS Protests in Athens as Nato terms debated

From Our Own Correspondent

Athens, Oct 22  
As Parliament began debating tonight the Greek Government's decision to rejoin the military structure of the Nato alliance, hostile demonstrations swept through the main streets of Athens and other cities.

The protesters were demanding the complete and final exit of Greece from the North Atlantic Treaty Organization.

Mr George Rallis, the Prime Minister, is asking Parliament to signify its approval to the Nato entry decision by renewing its confidence in his Government by a majority vote on Friday.

The Opposition insists that the Government's decision constitutes a new treaty and should therefore require ratification by a two-thirds majority in Parliament.

The Government has already briefed the Opposition leaders on the details of the formula devised by General Bernard Rogers, the Supreme Allied Commander Europe, to achieve Greece's return. But the formula has not been made public and this has angered the Greek press.

The crucial issues that have divided the Greeks and the Turks—air and naval defence of the Aegean—have been set aside for negotiation after October 25.

Greece is opposed to the introduction of the "task force concept" in the naval defence of the Aegean which, until 1974, came under the responsibility of a Greek naval commander. This will now be open for discussion since the task force concept, which gives command to the chief of the occasional Nato task force in a particular area, has been adopted throughout the alliance.

The problem of defining air defence boundaries between Nato's Sixth Allied Tactical Air Force based in Izmir under a Turkish general, and the headquarters of the second air force to be created in Larisa, central Greece, under Greek command, will be discussed between these two officers under the auspices of the Nato commander for South Europe.

Pending these adjustments, the assignment of air defence missions will be made by an allied general (as was the case before 1974) sitting not in Izmir, but in Naples.

## Mr Anderson makes his big appeal to US voters

From David Cross

Washington, Oct 22  
Mr John Anderson, the independent candidate for the presidency today brought his faltering campaign to Washington to make what may well be his last widely disseminated appeal for votes before the election on November 4.

In what, subconsciously, appeared to be a recognition that he no longer had much hope of ever influencing the outcome of the contest between President Carter and Mr Ronald Reagan, he said that he had learned "a great deal about this country and its people" during 16 months on the campaign trail.

"I am reinforced in the conviction that we are still a great nation that a great future can open in front of us if we will face that future honestly and with quiet resolve."

"And I have dedicated myself, with about only 12 days

## Greeks and Turks as a team vital to alliance, admiral says

From Mario Modiano

Athens, Oct 22  
Vice-Admiral William Small believes the significance of Greece's return to Nato is that Greece and Turkey, working jointly, are vital in securing Western control of the Mediterranean in time of war.

Admiral Small is qualified to know. As the commander of the United States Sixth Fleet which has been deployed in the Mediterranean for the past three decades, he has the responsibility for maintaining Western supremacy there.

He said in an interview with *The Times*: "Greece and Turkey are the core of the whole defence strategy because they control the Straits, the Aegean Sea, and Thrace."

If these three vital areas were left undefended the Soviet fleet in the Mediterranean, which consists today of about 40 units, could be rapidly reinforced by the Black Sea fleet reserve of 70 to 80 warships.

Admiral Small said: "The control of these straits right down to the Aegean is port facilities in the Mediterranean, as well as two home ports in Italy." The admiral does not agree that increasing anti-Americanism has limited the number of friendly ports.

"There are occasionally little temporary aberrations in the relationship between the Sixth Fleet and littoral countries, but taken over a longer period of time you cannot say there is an adverse trend."

There had been some difficulties in Greek ports, said Matsu was no longer open to visits, but visits to Alexandria and Yugoslav ports were welcomed.

He does not consider that the combined efforts of the Gulf and the South, involving Afghanistan and the energy crisis, have had any visible impact on the balance of power in the Mediterranean.

"The threat in this region has not changed in recent years," he said. "My responsibility has increased only as a by-product of the fact that I have to do the same job with fewer resources."

The admiral does not consider the transfer of these warships to the Indian Ocean as either a lessening of the United States' commitment to support

Western Europe or an extension of Nato responsibility to other areas.

"The Sixth Fleet is primarily a national force," he said.

"One of our greatest commitments in case of war is the support of the freedom and integrity of Western Europe."

Although the Sixth Fleet today consists of about 30 to 35 warships, Admiral Small is satisfied that he has more combatant ships than the Russians. This is because the absence of port facilities compels the Soviet fleet to maintain a large number of auxiliary vessels.

Soviet warships have limited port facilities in Tartus, Syria, and their non-combatant units have access for repairs to a Greek and a Tunisian shipyard.

Otherwise they use sea anchorages such as south of Cyprus, south-east of Crete, and just off the Greek island of Kithera, as well as in the Gulf of Salum, off Egypt.

The United States Sixth Fleet has 10 forward areas of port facilities in the Mediterranean, as well as two home ports in Italy.

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Mr Brezhnev showing his approval from the rostrum.

## Russians hear gloomy report on economy

From Michael Binyon

Moscow, Oct 22

The Supreme Soviet, meet-

to-day to hear detailed reports of the country's hard-pressed economy from planning and budget experts.

This year's grain harvest will be extremely disappointing, industrial growth below target and the plans for the next five years more modest than in the past.

The 1,500 deputies, who assemble for a few days twice a year in the cream-and-white building in the Kremlin to approve without dissent reports and laws laid before them, were joined, as is customary, by President Brezhnev and the Politburo.

An empty seat was left for Mr Alexei Kosygin, the Prime Minister, who had a serious heart attack last October, and after a brief public reappearance in the spring appears to have suffered a relapse. There had been speculation that he would retire before today's session, but it now looks as though he will continue mainly in office at least until the party congress in February.

The main report today was from Mr Nikolai Balabakov, head of the state planning committee, who said the total national income this year was up 3.5 per cent on 1979 and totalled over 436,000 roubles (\$265,000).

Next year, the first of the five-year plan, and therefore an important indicator of how the Russians see their economy developing during a period when the shortages of fuel and manpower will become acute, industrial output will grow by 4.1 per cent, the lowest target for many years.

The preliminary result for the year was 3.9 per cent. During the first nine months it was only 3.9 per cent, which suggests that the country is not likely to attain its target of 4.5 per cent for the coming year.

Next year agricultural output is planned to increase by 7.5 per cent. In a speech yesterday

## Polish party reaches accord with church

Warsaw, Oct 22—Mr Stanislaw Kania, the Polish Communist Party leader, today met Cardinal Wyszyński, the Roman Catholic Primate, for the first time since taking office more than six weeks ago.

According to *Pop* news agency, the two men discussed matters of great importance related to the internal peace and the welfare of the country, and evident reference to the continuing labour crisis.

A unanimous view was expressed that constructive cooperation of the Church with the state serves well the interests of the nation and, therefore, will be continued on behalf of the welfare and security of the Polish People's Republic.

Poland's Roman Catholic Church has come out firmly in support of the Solidarity movement which is engaged in an increasingly serious row with the authorities over the wording of its statutes.

Cardinal Wyszyński, aged 78, last held a meeting with party leaders shortly before Pope arrived in his homeland in June, 1979. *Reuter*

Wrangler continues: Uncertainty reigns over the registration of Solidarity as the protracted legal wrangle still seems unresolved. (David Trevisan writes from Warsaw.)

The wrangle continues as a highly competitive international market is produced by a relative fall of production, and the governability of its factories leading to insufficient profits and investments. Leaving in on inadequate rate of renewal of models and to a fall in sales which again made the introduction of production and model renewal slower.

This vicious circle became at a certain point, unfriendly in spite of the great British tradition of styling and technology of the existence of a highly skilled labour force and of a huge national market.

The final inevitable result was BL's decline as a first division to a second division champion, and the dismissal of a large percentage of BL's workers, part-time and full-time.

In turn, the first management knew quite well that the managers would start a competition for a good chance of a compromise but the authorities insisted on the union's refusal on the ground that the point is, in fact, covered by its pledge to work in accordance with the constitution—shows how difficult it is to settle this problem.

The Polish constitution contains articles on the leading role of the Communist Party, on the social leadership of the means of production, as well as on the socialist system and Poland's Soviet block alliance.

The authorities insist on these explicitly included in the party's statutes. They point to the agreement reached between the Government and the Gdansk strike committee at the end of August which contained a commitment that the new union would not operate as a political party, would endorse the socialist system and recognize the leading role of the party.

The union's legal experts say that these points are impossible to recognize in the statutes and are not accepted by the country. The authorities, however, insist that the explicit commitment which suggests that registration may be delayed further unless some compromises are found.

Over the past five years, Mr Balabakov said the annual grain harvest had been 12 per cent higher than over the previous five years, and averaged over 200 million tonnes a year. Comparing the total for the past four years' harvests with the aggregate for the previous five years, this puts the total for 1980 at around 181 million tonnes—only a slight improvement on the disappointing figure of 179 million tonnes in 1979.

Other figures showed that oil production is planned to rise to 610 million tons—slightly above the current target of 600 million.

In another report, Mr Vasilij Gerburov, the Minister of Finance, promised more money for schools, cultural activities and social welfare, and said military expenditure would be reduced at 17,050m roubles (\$11,144m), an apparent decrease of 500 roubles compared with last year.

Leading article, page 17

## Peking stops its officials joining the gravy train

From Our Own Correspondent

Peking, Oct 22

The Communist Party has warned several Peking's most famous restaurants to stop serving cut-price banquets to senior officials.

Mr Wang Lei, the Commerce Minister, has been ordered to pay back the money he saved by taking advantage of so-called "daily specials" on their menu—actually disguised for expensive gastronomic treats.

Meat, fish and other delicacies are considered to be the main items of the menu—though the authorities insist on these explicitly included in the party's statutes. They point to the agreement reached between the Government and the Gdansk strike committee at the end of August which contained a commitment that the new union would not operate as a political party, would endorse the socialist system and recognize the leading role of the party.

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Leading article, page 17

## World View

## Political lessons are learnt the hard way

If it is true that historical consciousness, only transmitted from one generation to the next, the new old, usually learning again by the same old mistakes, it is not surprising to find that the transmission of experience is equally difficult from one nation to another.

This applies also to the nations of Europe, even though they are never so each other today than they have been in the past. Yet, they often keep behaving as if they were separate universes. Let me give a couple of current examples.

First, one "British lesson"—namely, in Italy. The latest of Fiat and British Leyland are strikingly similar, except that Fiat went through the same 10 years earlier.

Cut-throat competition of global market

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Prudence Glynn

# Getting to grips with that elusive thing called style

Style is something other people have. The merest inkling that you yourself may be in possession of the commodity is enough to ensure that you are not, for style, like the Victoria Cross, is an accolade which must be bestowed by the recognition of a third party. The recognition may range from the grudging "Well, you have to admit that at least he has style" to the admiring "What style!". But, it has to come from outside, because the essential ingredient of style is that it contains innovation not contrivance, it is a leader not a follower. Doing something with style is all right, doing it in style is not at all the same thing. A style is not style, it is a fashion.

Elegance, taste and money are not necessarily anything to do with having style, although the last can be quite handy in contributing to it in an unintentional (important ingredient) way. Thus a shopping list compiled by William Randolph Hearst or more probably for him must be acknowledged as trend-setting for containing the bells of Bruges cathedral and two female giraffes "in good condition". Even group style such as those pointed out by Peter York in his new book *Style Wars*, got their Sloane Rangers' and their Mayfair Mercs' uniformity by recognizing a primary source and aping it.



Style at the end. The official deathbed scene of President Félix Faure. In fact things were rather different.

Crime has quite a number of notable stylists. I have always regarded Clytemnestra as unsmart and messy to boot but it must be recognized that her efforts were fairly widely copied by other cross wives, though in recent years the legal restrictions on polishing off husbands who have been away not just a few weeks but a few hours has toned down the homecoming welcome. The same rap with the rolling-pin. And as the age of the blinder dawns all errant man will need to fear is avocado mousse in his traps.

Knocking off people in the bath appears

to have had a vogue post-Marat, but that was made impossibly unsightly by Haig, who was frankly common. The best crimes are undoubtedly those of the passionate nature.

"Edward Parker Deacon advanced into the room, his eyes darting from side to side in a cursory examination that was interrupted when his wife, her composure regained for the moment, blew out the candle. 'Pernie me' said the hotel secretary in the background. 'I have another candle'. 'Thank you', said Edward Deacon, 'we'll see how good the hunting is in the sitting room'.

"He found his quarry cowering behind a couch. Three shots signalled the end of a two year chase and Edward Deacon reappeared in the doorway, a smoking pistol in his right hand. 'I suggest', he said to the hotel secretary 'that you summon the gendarmes. M. Emile Abeille seems to be dead'."

No, not an extract from a novel by Elinor Glyn but the yellow press account of the shooting in 1892 of a lover by the cuckolded husband (incidentally the father of the Gladys, Duchess of Marlborough, who certainly had style, if a bit batty later on).

The interesting thing about this crime is that it was very nearly a boosh shot; I suppose people do get inaccurate in rages. M. Abeille was not dead, and lived on to make a will in favour of his mistress—500 francs—finally expiring (had a weak constitution) in the arms of his lady's maid and some chic doctors hours later.

A real boosh shot was the effort by Baron Carl-Theodore von Vennigen to exterminate one of his many rivals for the affections, ahen, of his wife, the ex Lady Ellengough. He observed that his wife

had vanished from a court ball for the King of Prussia (my sympathies are all with her) but rather than take it that she had gone to the powder room he dashed off and shot Count Spyridon Theokey.

With what everyone took to be his last breath the Count swore his love had been innocent. The Baron, who must have been a nitwit, allowed this Count (noblesse oblige) to move to peg out in more comfort, in his wife's arms and his Schloss Revenning, wherupon the Count

vanished.

Grounds for divorce are also rather spiky, the best I have seen being the lady who had run because her husband turned out to be not quite all he had said that he was in certain respects. He retaliated by dipping in to the impeccably Swiss clinical fraternity who took certain measurements, which they then passed off to interested parties. You must admit that has more style than splitting up because the marriage partner always forgets to replenish the loo-roll or goes abroad leaving the cat sit in the attic.

Travel is best left to Cleopatra, who had herself delivered rolled in a rug. There is nothing stylish about springing lightly clad out of an iced cake because (a) it was almost certainly not your idea in the first place and (b) you were probably paid to do it. There is something to be said for the Orient Express, save when driven into any station buffer operated by British Rail of course it would have been effectively buffered by the racks cakes and polystyrene sandwiches.

Death comes as the end, and who more stylish than French presidents. President Félix Faure expired in the arms of his mistress, who was discovered *toute nue* and very upset by everyone who had been listening outside the door. President Paul Deschanel fell off the Orient Express in his pyjamas and mysterious circumstances. Physically he survived, politically he was dead as the Dodo.

"I am the president of the French Republic," he informed sceptical levers crossing milder as he limped down the track.

So come to think of it, he obviously did not have style. Style always carries conviction.

## An endangered feast

The Times Cook



Shona Crawford Poole

Crumptes are in season again. Yes, literally. The multiple bakers start making them just as the evenings draw in. What with the demise of the toasting fork, waistlines to worry about and a national shortage of house cake stands, proper tea is fast becoming an endangered feast. So why not celebrate the passing of summer time this weekend by putting the clock back and a rest, old fashioned tea?

There must be something toasted in a proper tea something wickedly buttery to munch in the firelight. There should be a pot of anchovy paste. And red jam. Anything freshly baked is good, and is nice if there is cake.

"You don't get tired of muffins, but you don't find inspiration in them," said George Bernard Shaw. Now I would say the same of crumpets too, while confessing in mitigation that it is a bias nurtured by a Scottish childhood, by pancakes and scones hot from the griddle, by currant bread and cinnamon toast. Cake was best when it was chocolate; a pity when it was Dundee.

*English Bread and Yeast Cookery* Elizabeth David, who prefers crumpets freshly made but not toasted, devotes 20 pages to the history, controversies and construction of crumpets, muffins and pikelets. I would not attempt to better her recipe.

Elizabeth David's crumpets Makes eight to ten  
450g (1lb) flour, preferably half and half strong plain and ordinary household  
15g (1oz) fresh yeast

600ml (1 pint) generous of milk and water mixed

1 tablespoon salt

1 teaspoon sugar

2 tablespoons oil.

For the second mixing  
1 teaspoon bicarbonate of soda

150ml (1/2 pint) warm water

Warm the flour in an earthenware bowl in a low oven for 5 minutes. Warm the oil, milk, water and sugar to blood heat. Use a little of this to cream the yeast.

Mix the salt with the warmed flour, stir in the yeast, pour in the liquid, stir the batter very well and vigorously. Walter Banting recommended attacking it with "vicious turbulence" until it is smooth and elastic. Cover the bowl, leave the batter to rise at room temperature until the whole surface is a mass of bubbles and the mixture looks as if it were about to break. This will take 1½ to 2 hours.

Foretell the natural falling of the batter by heating it down with a wooden spoon. Dissolve the bicarbonate of soda in the warm water and stir it into the batter.

In the bowl and leave the batter to recover for about 30 minutes. This time put it in a rather warmer place, unless you need to delay the cooking of the crumpets, in which case use cold water for dissolving the bicarbonate and remove the bowl of batter to a cool place.

To cook the crumpets, grease the griddle very lightly and have the rings ready (modern crumpet rings are six in diameter and ¾ deep), also very lightly greased.

Put four rings on the griddle, pour enough batter into each to come almost to the top. Let them cook very gently until the top surfaces have formed a skin, which will take 7 to 10 minutes.

By this time also there should be a mass of tiny holes. If the holes have not appeared, the batter is too thick. Add more warm water or milk before cooking the next batch.

Once the crumpets have set it is easy to slip the rings off and flip the crumpets over. They will need only 3 minutes more cooking; crumpets are supposed to be rather yellow and flabby-looking but very holey on the top surface, pale gold and smooth on the underside.

Keep the cooked crumpets warm in a folded cloth, or in a

covered dish in the oven, while the rest are cooked.

Elizabeth David's crumpets can, of course, be made in a heavy frying pan instead of a griddle. If you wish to substitute dried yeast for fresh, use 1 teaspoon of dried yeast granules.

Scotch pancakes, light and slightly sweet, are so quickly made and so different when newly baked from the store bought item, however good, that they would be a shame not to try them once.

Scotch pancakes Makes about twenty

225g (8oz) plain flour

1 teaspoon salt

2 tablespoons oil.

For the second mixing  
1 teaspoon bicarbonate of soda

150ml (1/2 pint) warm water

Warm the flour in an earthenware bowl in a low oven for 5 minutes. Warm the oil, milk, water and sugar to blood heat. Use a little of this to cream the yeast.

Mix the salt with the warmed

flour, stir in the yeast, pour in the liquid, stir the batter very well and vigorously and add a spoonful of the flour mixture with each addition of egg. Pour in the melted chocolate and beat until well blended. Beat in the remaining flour and the yogurt and vanilla essence.

Divide the mixture between two greased 23cm (9in) sandwich tins and bake in a preheated moderate oven (130°C/350°F, gas mark 4) for about 35 minutes, or until well risen and springy to touch. Leave the cakes to settle for five minutes after baking before turning them out onto a wire rack to cool.

Spoon the icing over the

tops and top of the cake.

To make the butter icing, cream the unsalted butter.

Stir the icing sugar and coco together and add to the butter.

Beat the mixture to a stiff cream, adding sufficient coffee to obtain a workable consistency.

Spoon the icing over the

sides and top of the cake.

Flip the cake over and pop it under the grill again to melt the sugar. It should be just melted and not quite torched. Serve immediately.

Chocolate cake Make one large cake

150g (4oz) dark chocolate

Keep the cooled crumpets

warm in a folded cloth, or in a

covered dish in the oven, while the rest are cooked.

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covered dish in the oven, while the rest are cooked.

Elizabeth David's crumpets

Makes eight to ten

450g (1lb) flour, preferably half

and half strong plain and ordinary household

15g (1oz) fresh yeast

600ml (1 pint) generous of milk and water mixed

1 tablespoon salt

1 teaspoon sugar

2 tablespoons oil.

For the second mixing  
1 teaspoon bicarbonate of soda

150ml (1/2 pint) warm water

Warm the flour in an earthenware bowl in a low oven for 5 minutes. Warm the oil, milk, water and sugar to blood heat. Use a little of this to cream the yeast.

Mix the salt with the warmed

flour, stir in the yeast, pour in the liquid, stir the batter very well and vigorously and add a spoonful of the flour mixture with each addition of egg. Pour in the melted chocolate and beat until well blended. Beat in the remaining flour and the yogurt and vanilla essence.

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Elizabeth David's crumpets

Makes eight to ten

450g (1lb) flour, preferably half



## SPORT

## Football

## McDermott's quick one on the high road home to Anfield

By Norman Fox  
Football Correspondent

Aberdeen 0 Liverpool 1  
To fulfil the unofficial billing of the British club championship, last night's European Cup second-round first-leg tie at Pittodrie had to draw an exceptional performance from Aberdeen, leaving Liverpool's greater experience from a demoralising beginning to a weary ending. The Scottish champions were not quite up to the problem.

Against a club in their seventh season of European Cup football, Aberdeen discovered that it was virtually impossible to upset the composure or master the pace of the English champions. The counter-attack midfield was the distinguishing feature. Effort was never lacking in Aberdeen's display, but to be a goal down five minutes from the start necessitated more than that.

The goal determined the tactics. Aberdeen had to attack 'even more determinedly' and 'more riskily' than they had intended. Liverpool absorbed it all in a lively first half and were commanding in the second, although spending a large part of it snuffing out Aberdeen's doggedness.

Also Kennedy, playing at left-half, had to give up a brace to recover from an ankle injury suffered on Saturday, provided Liverpool with a chance for a second goal when, intelligently delaying a pass to Delaney, he had in a race downfield and was in a position to do better than place his shot too close to the stretched arm of Leighton.

Murphy, at Aberdeen, put a brave face on a losing battle, their failure to forfeit possession and find themselves outnumbered when Liverpool broke away in force played to the strengths of the English champions.

The strength of Liverpool's midfield was, as always, the foundation of a dominant position as the first half ended. Ray Kennedy, McDermott and Souness were not able to break through the muddled hope, Strachan, to have much say in that area and as Aberdeen were obliged to commit more players to the attack, so the gap in their own ranks increased. Clunes, however, asked to act in earnest, and Hansen's cool defending in front of him gave no great hope to the Aberdeen attack.

Naturally, Aberdeen's efforts to a cynical toll. Liverpool simply let the opposition run out of pace and it became clear that it would require a serious error at the back to threaten their lead. Strachan did call upon himself to catch a powerful, close shot, but generally the opening were dented them.

**ABERDEEN:** J. Leighton; D. Henderson, A. Watson, A. McNamee (sub, D. Bell), M. McDermott, R. Kennedy, R. Souness, J. Clunes, K. Delaney, D. Johnson, F. Murphy. Referee: A. Jarzyna (Poland).

## When playing it simple paid off for Manchester City

Manchester City turned on a sparkling display at Maine Road to gain their first league win of the season. They beat Tottenham Hotspur 3-1. Kevin Reeves gave them the lead with a fourth minute header, followed by a charcuterie victory. City's manager, John Bond, told his team to play it simple and the plan worked wonders against a short-stay Spurs. Daley scored the second in the forty-second minute after scaring off a header from a corner. In the 79th minute Mackenzie volleyed the third after a superb combination between Reeves and Tuera.

Hoddle snatched a consolation for Spurs with a beautifully floated free kick five minutes from the end.

Joe Jordan's first goal of the season was the urge for Manchester United to come away with both points from Stoke.

Jordan's opportunist goal came a minute after the half-time interval when he pushed the ball home after Peter Fox had fumbled a fierce shot from McIlroy.

In the 60th minute Manchester United got their second when Macari scored from 18 yards from cross by Mike Thomas. But Alan McKenna equalized midway through the second half.

## Campbell leaves Fulham

Robby Campbell became the latest managerial casualty when he parted company with Fulham last night. Mr Campbell had been in charge at Craven Cottage for nearly four years. A brief statement from Fulham's financial director, Brian Dalton, said:

"Following discussions today, Fulham FC have reluctantly parted company with Robby Campbell and Mike Kelly."

The announcement came just an hour after the start of last night's home match against Millwall when Fulham ended a run of six successive defeats. Attendances have tumbled alarmingly recently and, despite 10,000 supporters saw Fulham lose 4-0 to Oxford United last Saturday. Mr Campbell, given a vote of confidence by the club chairman Ernie Clay after that defeat, became the fourth managerial change of the season.

Fulham were relegated to the third division last season and have

the first 15 minutes had been played. Some more careless passing did not help their cause, but they did force Neal and Hansen to rush clearances, although the probing balls into the Liverpool penalty area were largely ineffective. McGhee's good control gave Hansen and Thompson some difficult moments as Liverpool took the strain of Aberdeen's attempt to revive. After half an hour Clemente had to push McGhee's low drive round the post after Stewart. Kennedy's perceptual through ball.

McGhee made an unfortunate contribution when McLeish, infiltrating the Liverpool penalty area, shot towards the far side of Clemente's goal. McGhee tried to turn the ball in but only blocked it, and soon it seemed Aberdeen's mistakes would be punished.

Alan Kennedy, playing at left-half, Cohen failed to recover from an ankle injury suffered on Saturday, provided Liverpool with a chance for a second goal when, intelligently delaying a pass to Delaney, he had in a race downfield and was in a position to do better than place his shot too close to the stretched arm of Leighton.

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Goddard, of West Ham, breaches the Romanians' defensive wall to score the second goal.

## West Ham's rapid fire cuts down Romanians

By Stuart Jones  
West Ham 4

POLITEHNICA TIMISOARA 0  
With a glorious burst of three goals in five minutes, West Ham United could afford to take a moment and stretch their buoyant European road at Upton Park last night. The unhappy and silent forgotten, and for the English memorables of the previous representatives in the European Cup Winners' Cup dominated by a crowd of 10,000, the game was particularly satisfying after last week's events.

The final tally was four, but Stewart missed a penalty, Cross conceded a free kick for Timisoara, but he scooped his shot over the bar. And the Romanians who have scored only five goals in seven games of their competition had no thoughts for edification.

In West Ham's furious opening, Moore almost immediately he was facing a firing squad, but he refused to lie down until Stewart floated free kick found the head of Bonds and he could only stand and watch the looping lob go over his head. Within a minute, Goddard was picking the ball out of his net again.

Once more it was a Stewart centre and Cross headed down into the path of Pike, whose shot was pushed out to the feet of Goddard who prodded it in. On the half-hour, Goddard was bundled over in the area by Vass

Billy McNeil, whose Celtic side lost to Timisoara in the first round on the away goals rule, had suggested that wingers would open up the iron curtain of the Romanian defence. West Ham couldn't be more suited to such a strategy, and they had to wait only 25 minutes before the curtain parted.

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As the Romanians grew more disheartened the West Ham trio continued to score, and then finally did it. First Goddard was eventually booked for the last in a series of brusque challenges.

Little was seen of their two strikers who bore a striking resemblance to Luque and Kempes — tall, dark, swarthy, and quick like the Argentine pair. The game was decided by a series of headers, and the last was picked up at the back but

Moore, but Stewart blasted his kick into the goalpost. Then, after Cross had hit the woodwork, he completed West Ham's scoring, a simple tap when Goddard's shot was parried into his path.

Merrifield, the West Ham coach, had no thoughts for edification.

Inevitably, West Ham, with their orderly recycling, began to ease off the iron curtain of the Romanian defence. West Ham couldn't be more suited to such a strategy, and they had to wait only 25 minutes before the curtain parted.

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### SECRETARIAL

## New Books

## Behind the facades

Edwin Lutyens

By Mary Lutyens

(John Murray, £12.95)

Sir Edwin Lutyens is still large; associated, I'm afraid, with the rather severe official and memorial architecture of a bygone colonial age: the huge, domed and colonaded edifice of the Viceroy's House which he built at New Delhi between 1912 and 1929; the grim oak Cenotaph in Whitehall; and the melancholy fountain of Trajan's Square. It is hardly architecture to engage the heart, set the delighted spirit soaring, or even tickle the fancy (describing all).

Yet the man behind the drawing-board was it turns out, someone of just such gifts and qualities: a pukka, childlike man of almost ridiculous charm and inventiveness—pink, bald, and addicted to puns—who designed the first stage sets for J. M. Barrie's *Peter Pan* (and incidentally invented *Nana*), and who masterminded one of the most famous adult ones of all time—the Queen Mary's Doll's House. Remembered in the textbooks as "the great exponent of correct architectural grammar", Lutyens also created the most ungrammatical of French irregular verbs for his children:

"TYPIST Germany 5 per month  
I will wash your face with my  
tears and dry them with my hair.  
But you have very little face."  
I am not generally appre-

ciated either, that this delightful and gifted man was the victim of a family tragedy—a spiritual and physical estrangement from his beloved wife, Edi (née Lytton).—which came close to wrecking his whole inner life; but which even more remarkably in

this age of divorce and egotism—he patiently endured for 20 years, and gradually overcame with reserves of sweetness and generosity rare in anyone I should have thought, and certainly exceedingly rare in any passionately dedicated artist.

It is this inner, family tragedy—or call it a tragedy—of his own, thanks to Lutyens's powers of humour and affection, which forms the main subject of his daughter's beautifully shaped and most acutely written memoir. There have been similar books—such as Nigel Nicolson's *Portrait of a Marriage*—but this surely is a model of its kind.

In a way it is the culmination of a great deal of Mary Lutyens's previous work and one that she must have been preparing, or seeking, herself to write for a considerable time. Her fine study of 1967, *Miles and the Russians*, first broaches the topic of an artist's marital trouble, and returns us here through the sensitive handling of a rich, and very touching, private correspondence. Her short biography of Krishnamurti: *The Years of Awakening* (1975), explores the full background to that strange movement of Oriental Theosophy and Messianic occultism which was the cause of Emily's engagement from her husband, and became an active Theosophist, a follower of Annie Besant and theosophists' Leaderboard cult of initiations and astral meetings, forsaking sexual contact, and falling platonically in love with the young Krishna. Lutyens tolerated all this, though it was utterly alien to him, and observed delphically: "If miracles happen then I know there is no God".

Mary Lutyens's most recent book, *The Lutpons in India* (1979), about her grandfather the Viceroy, and nineteenth-century Anglo-India, provides the historical perspective on Lutyens's great life-work, as one of the two major architects of New Delhi. The other was Sir Herbert Baker, with whom Lutyens bought a memorable

spare time; youngsters drifting in rootless recognition of the meanness of the adult world.

Margaret Forster sets her sights on Ms Alexandra Grove, 32, professional competitor in control of life, sex, and independence. Saddled with a 13-year-old surrogate son when an air crash blots out her sister and brother-in-law, Alexandra swaps London *femme sole* freedom for a Cumbrian cottage. Casper's daunting strategy of minimum response, and the merciless exposure which, for those of us who prize urban anonymity, makes rural living so disagreeable. Miss Forster is no mean tactician. A sub-Bronce title and an apparent reluctance "to allow that humour is our best (perhaps our only) defiance of a mad world and a mad history" which never goes a bridge too far.

The timorous take cover as Frederic Raphael comes swash-buckling up the line. *Oxbridge Blues* is his title story in a collection crackling with energy, flask, and dialogue which will make gentlemen in England now a-bed (and this lady) think themselves accurred that they cannot tell the stuff, never mind write it half so well.

It is Mr Raphael's singular gift to make readers feel braver, even reckless, in daring to say aloud those words we long to say in love, in friendship, in anger, in desire: unspoken sentences we cache, cautiously or fearfully, in the man's land between our ears.

His rarer style steals our hearts to believe that the risk we run is to be more alive, not less. Praise the Lord and pass the ammunition.

From May to October, by Jennifer Lash (Hamish Hamilton, £6.95). *Gentle Jennifer* Lash writes gentle, tender novel which goes to show that, even if the rest of us are not, Michael and Caroline Lamb are deeply, increasingly in love after 17 years of marriage, five children, and crises which range from the trivial to the catastrophic. Smartass sceptics, go home and play Happy Families. This is the real thing.

Russell Hoban seems indeed to follow in the way of the Pessimist, rather than Professor Tolkien, with whom he will inevitably be compared. "Seems like I been all ways thinking on that thing in us what thinks us, but it don't think like us." *Ridley Walker* may, as its publishers claim, redraw the defining lines of fiction. A risky business: as Napoleon reigned after the retreat from Moscow, "Da stammt du nicht! It's a quiet

powerful and disturbing The Times

"great precision and control". The Guardian

"morbid, funny and genuinely startling Time Out"

FABER

## Quick guide

Gurdjieff and Mansfield by James Moore (Routledge, £8.95).

Investigative literary journalism at its most excellent inspires this stunning story of Katherine Mansfield and her circle. Never before has any biography on this subject managed to be so

very witty. Often exceedingly funny, Mr Moore, admirer of KM, has no truck with the ponderous false reverence he produces an exciting, lively, superbly researched view. Gurdjieff is shown to have been a tall, thin, Murry caricatured with scholarly accuracy, and the triumph and tragedy of KM's short life comes brilliantly alive. No KM enthusiast should miss this first in biography. James Moore scores high.

Gay Firth



Romanticized kneeling knight from *The First Crusade*, by Steven Runciman (Cambridge, £9.50), his abridgement of his three-volume classic, with illustrations

## Talking head

## Trust to Talk

By Wynford

Vaughan-Thomas

(Hutchinson, £6.95)

I met him once. He was then gauleiter of ITV in Cardiff, and I was after a job. He asked me one question: what I wanted to drink. For the rest of the time he talked.

He talked about Cromwell—

Cromwell's head—Cromwell's head in a shoe-box—Charles I's head—Charles, without it walking and talking—Louis XIV's heart—Dean Buckland, who ate it—Frank Buckland, who ate most other things in the animal kingdom—Napoleon's penis—did I want water with my Scotch?

We never got round to jobs.

I felt I could have tipped him with my curriculum vitae as Lamb left Coleridge holding his button.

And hours later that high-

brow tenor would have been

still addressing the papers.

I grew up with Wynford Vaughan-Thomas's voice on radio. I did not hear it falter once. An endless affability gurgled across my childhood, deepening occasionally into wonder, but never into bitterness or rage or even indignation.

I hear it again as I read his

autobiography. How can he be so happy? How, as Doctor Lewis anguished, could Browning be breezy? Something wrong there, boy, some insensitivity. A man has no business being that happy.

It is worse if, as I do, you

share his background. That is

like sharing it with someone whom a time-fault has delivered from the skies blue

time, for men don't brave the cavalry for charades in moonlight. But then nothing bad

happens to anyone in this book, and nobody is criticized.

"He makes the Rebecca Rioters sound like simple bed-linen," wrote the *Times*.

He makes the Rebecca Rioters

sound like simple bed-linen,

the horse-riders were a terrible

time, for men don't brave the

cavalry for charades in moon-

light. But then nothing bad

happens to anyone in this book, and nobody is criticized.

"Heats of gold" are a medi-

cal feature.

I started life," writes Mr

Vaughan-Thomas, "with the

appalling handicap of being

surrounded by happiness,

music, and long holidays."

He might have written comes in

his account of the classic

broadcast from a bomber over

Germany. No verve, no anecdotes, just an account of what it was like to be badly frightened. The narrative is quick, the imagery sharp, the searchlights "like luminous seaweed in some Gower rock pool".

As to the rest of his life, you

can only guess, especially at

the tense unsmiling face of his

mother in photographs, a matrarch like all Welsh

mothers, who ran the house

and paid the bills, and had

ambition for her boys. It does

not look a face for whom the

sunshine was golden.

The title betrays the book.

You cannot trust to talk when

you are writing an autobiography.

The endless chapter of

television and radio personali-

ties grates on a reader and

leaves him with a horror of

the autobiographies by Miss

Sue Lawley and Mr Hugh

Scully that will surely come.

But there is one great dif-

ference between them and Vaughan-Thomas. He has the

talent to write an autobiography

and chose instead to let

the blandness enter his soul.

Byron Rogers

vants are appointed to resist

such changes. The choice

between successive administra-

tions is whether to risk a

revolution, a pitch of tact and

diplomacy, or to imitate those

regimes in which the losers get

nothing.

How satisfying it might have

been to have been able to

point on an error or two!

Anthony Crosland's name spot-

incorrectly throughout, say,

or an assertion that the pages of

Housard are numbered. Alas,

there seems to be none to

name.

Mr Kaufman has written a

witty and highly readable book

which in addition contains a

wealth of information, some of

it so arcane that one wonders

how a new MP can grasp it

before the next General Elec-

tion is on the cards.

It is good to know by

the way that so experienced a

hand as the author evidently

queue divides to go left or right; one way leads to the gas chamber, the other to brief continuation of the torture. An SS doctor pauses to puff a cigarette, and half-a-dozen people are saved or slaughtered. Volunteers are summoned; should one sign forward or skull behind? There was no indication of choice, but death lay one way or the other.

Four years later Samuel Pisar was released by the Americans. Millions of his compatriots and co-religionists, "liberated" by the Red Army, were killed soon after. His grandmother and uncle were killed soon after. His ghetto and most of its inhabitants were liquidated and his achievements aided by a warm-hearted uncle in Australia, he dragged himself out of the pit. Today he is an American citizen and international lawyer with an exceptionally distinguished career behind him.

His book affords an example and a warning that cannot be ignored. Having lived through the Nazi holocaust, Pisar's heart-rending account of his harrowing experiences will move the most hardened reader.

It was in June 1941 that the nightmarish began. Hitler broke with his Soviet former ally, and within a week of the Barbarossa invasion the Germans were in Bielsk. A thousand Jews were burned alive in the Great Synagogue, and hundreds of

survivors depended on the merest crooked chance.

Nikolai Tolstoy

## Out of the pit

## Of Blood and Hope

By Samuel Pisar

(Cassell, £7.95)

Samuel Pisar's misfortune was to have been born at the wrong time, in the wrong place, and of the wrong race. His fortune is to have inherited a character so resilient, strong and noble as to enable him not only to triumph over the worst savagery of history's most savage age, but to emerge with a spirit so tempered by his sufferings that he can draw on them to provide a message of hope for his contemporaries.

Pisar's parents were Jews living in Eastern Poland before the war. They were prosperous and industrious folk, and life was good. Poorly afforded prospects of continuing civilization, Pisar's father was a loyal Jew and a patriotic Pole, and in 1939 the whirlwind struck at both persuasions. The Red Army overran the Pisar's home town of Bielsk, while the even more dreaded Nazis ravaged the western provinces. The Pisars were not among the thousands of Jews abducted to Siberian camps by the NKVD (who included the present Prime Minister of Israel) and were fortunate in being left much to their own devices.

It was in June 1941 that the nightmare began. Hitler broke with his Soviet former ally, and within a week of the Barbarossa invasion the Germans were in Bielsk. A thousand Jews were burned alive in the Great Synagogue, and hundreds of

survivors depended on the merest crooked chance.

Leavis saw his kind of education as the only road, and even thinks that Leavis has had his effect on our current system. This is hard to credit, surely, except for the University feedback. Would Leavis himself have created it, or wanted to—the unashamed elitist?





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## NEGLECT OF DUTY

Prison officers belong to a uniformed service under discipline. The present conduct of many of them would, if they were in the armed forces, constitute mutiny. Their behaviour goes well beyond the limit of acceptable industrial protest. The intensity of their action differs from prison to prison, but it is common to all. Some officers are exceeding their leaders' intentions and are, in effect, trying to impose their own regime on the prison, often in defiance of the governor. The Prison Officers Association has nearly lost control over some of its more militant branches and members. On the other hand, there is evidence that other prison officers are deeply unhappy at the action they are being asked to take; and the fact it is having.

As with many industrial disputes the point at issue is relatively trivial, and the consequences grossly out of proportion. The prison officers have an arguable moral case to the meal-break allowances which they claim, but the May Committee has already rejected their argument. Prison officers are in any event at all badly paid, and calls about changing the shift system of prisons which is at the root of the dispute between the Prison Officers Association and the Home Office are far-fetched.

The industrial action being taken is now seriously affecting the administration of justice. It is probable that many prison officers are committing contempt of court and possible that some

may be guilty of conspiring to obstruct the course of justice. Up to now, prisoners have been the main sufferers, by being denied the usual opportunities for leisure, work, association, and having visits from their relatives. The denial of their rights should not be treated lightly, but it is understandable that the public has not become unduly exercised over what may be seen as prisoners' comforts. If the dispute carries on much longer, however, the likelihood of a more direct effect on the community cannot be discounted, especially if the overcrowding and lack of custodial accommodation results in people who should be in prison being free outside. That threat is, unfortunately, imminent.

The Home Office has taken the unusual step of issuing a circular to justices' clerks suggesting, in effect, the more liberal and flexible use of magistrates' courts' powers to remand prisoners awaiting trial in custody, and in the imposition of sentences of imprisonment. Regrettably, while the Lord Chancellor and the Lord Chief Justice were consulted about the contents of the circular, those most affected by it, the magistrates and their clerks, through their respective associations, were not approached. Some have claimed that the circular amounts to unacceptable executive interference into judicial decision-making, and umbrage has been taken at what is said to be the implied suggestion that magistrates have been committing people to custody unnece-

sarily. Such reaction is oversensitive and unnecessary. Magistrates are not being asked to release people on bail, or following conviction, who would be dangerous, or a menace to society. Nor are they being told to bend, or not to apply, the law. Magistrates and judges are already supposed to use their powers in accordance with the principle that a custodial remand or sentence should only be considered where there is no alternative possible.

The law itself, however, poses a danger. One stipendiary magistrate has already acted on the correct legal assumption that there is no power to remand prisoners in custody unless they appear before the court. Since as a consequence of the prison officers' action some prisoners are not being escorted to court on the day they are due to appear, it is possible that some extremely dangerous men will have to be released, made free to continue their criminal activities. There is no evidence that this has yet happened, but if it should, the fault will be that of the prison officers.

Prison officers carry heavy social responsibilities. They are now failing to discharge even some of the most serious of those responsibilities. Faced with this neglect of duty, the Home Secretary has no choice but to stand firm, even if that means calling on the police, or army, to run the prisons, escort prisoners, or provide alternative custodial accommodation.

**THE POLITICS OF GRAIN**

he new agreement on the sale of American grain to China will please the American farmers, who suffered more than expected from the partial embargo on sales to the Soviet Union which resident Carter imposed after the invasion of Afghanistan, perhaps it will even win a few votes for President Carter, which may have influenced the timing of it will annoy the Russians, who are facing the prospect of a harvest of only about 181 million tonnes, which is a long way below the target of 235 million tonnes.

They too have suffered from the American embargo. To what extent they have suffered is difficult to estimate because they have been buying not only from Argentina and other known sources but also through undisclosed intermediaries, but it must have made their life any easier. The new low harvest will make it even more difficult and other cut the already declining rate of economic growth affects particularly meat production. Mr Brezhnev is now in the orbit of being fairly frank about the Soviet Union's economic

problems. In his speech on Tuesday he said there were difficulties in supplying cities and industrial centres with meat and milk, and that consumer goods were often of poor quality and subject to erratic distribution. He criticized management and planning and blamed imbalances in transport and technical resources for failures to fulfil plans. Assuming that the situation is likely to be somewhat worse than publicly admitted, the poor harvest must be a serious blow, especially at a time when investment is being poured into agriculture.

The Russians will therefore have both economic and political reasons for resenting the sale of American grain to China. They will, presumably see it as yet another example of the gathering alliance of hostile forces around their borders. To the Chinese it may not seem quite as significant as it does to the Russians. They have been importing wheat from Australia, Canada and Argentina and other places for many years but more for convenience than absolute

necessity. Total grain production last year was 332 million tonnes while imports were under 10 million and have never risen above that figure. The main advantages of importing are that it releases rice for more profitable export and saves on the transport of grain from the central areas to the big cities on the coast.

This year the economic need may be greater than usual because of the growing population, a somewhat modest harvest, and greater emphasis on the production of meat and vegetables. Nevertheless, the political dimension cannot be ignored. To import grain from the United States on the basis of an agreement over several years at a time when a partial embargo is still in force against the Soviet Union (although Congress has not renewed the President's powers) drives home the message that China's relations with the United States are better than those of the Soviet Union and that the Soviet Union is paying for its aggression against Afghanistan.

## DESERTING THE RED ENSIGN

Nowhere in mid-Atlantic, the Queen Elizabeth 2 is bearing her crew towards New York with much food for thought. The dispute which delayed the start of her cruise by a few hours now threatens to put an end to the grand Line's activities in the passenger trade after 140 years. The cause of the dispute lies not in the QE 2 at all, which, rather than the odds and ends to the credit of her operators, has proved to be a successful venture, but with Cunard's other passenger ships, cruise liners based in the Caribbean, have lost £20m in five years, and the company claims that they can only be made profitable if they are transferred to the Bahamian flag so that their crews can be recruited at lower wages. If these two cannot keep going, it is claimed, the Cunard could not sustain the promotional and ancillary costs of business by herself.

Disreputable associations hang round the idea of flags of convenience, associations that may seem incongruous in connection with the name of Cunard. Some operators register their ships in compliant foreign countries so as to evade national regulations and agreements that guard basic standards of maintenance and operations flying the more notorious

flags of convenience, suffer a high rate of accidents—and in the age of the supertanker accidents can harm the interests of hundreds, or thousands of innocent outsiders. Other operators, however, use foreign flags as a legal means of minimizing tax, and are scrupulous about safety standards.

Cunard, with a venerable reputation to keep up, have every incentive not to jeopardize it. The savings they are looking for are on manning costs. Traditionally, British wages at sea have been relatively low: the Red Ensign has itself been something of a flag of convenience to other European countries and the United States. But in the past three years British manning costs have risen 50 per cent, while those on Norwegian and Dutch ships (our main competitors in the Caribbean) have risen only by 35 and 14 per cent respectively. The rise in the exchange rate of the pound has exaggerated the effect of these disparities.

Considerable scope now exists for savings through a change of flag. Indeed, there should have been scope for savings without that drastic step if owners and tonnage could have agreed on proposals for increased use of local labour on a "concessionaire" basis, but unfortunately

this proved impossible. The union is understandably concerned at the loss of jobs caused by the rapid shrinking of the British merchant fleet since 1975; but in the present case it appears to have adopted a rigid position which only risks hastening the rate at which British seamen price themselves out of a world market that they cannot hope to control.

Ships, ranging freely across the ocean, are exposed to the underlying unity of world markets more than most kinds of trading enterprise. Neither unions nor governments can effectively control pay rates or operating standards purely on a national basis. Seamen must take account of competitive realities in negotiating their terms of employment and governments cannot hope to safeguard standards merely by regulating ships' under their own flags. The incentive to exploit flags of convenience, and the consequent dangers, can best be diminished if the major trading countries ensure (as Britain sought to do in the Merchant Shipping Act 1979) that effective sanctions exist to punish any ship using their ports which is not properly manned and maintained.

We didn't realize anyone out

in the stress laid on the Egyptian origin of the drug. Helen uses in the *Odyssey* a Greek tribute to the superiority of the Egyptian pharmacopeia and an acknowledgment that that nation had a superior knowledge of analgesics.

May I point out that there is some post-Homeric evidence to suggest that the tribute may have been undeserved and that Egyptian knowledge of analgesics may have been applied for it whilst feeling low and vulnerable. The society recognizes that the reasons for the above state could well be transitory, hence the necessary lapse of three months.

Your sincerely,  
NICHOLAS WALTER  
Rationalist Press Association,  
115 Bolling Road,  
Ken Ryddings,  
Yorkshire.

Ancient painkillers  
From Dr Arthur Keaveney

Sir, Mrs. Stephanie West (October 17) says that we should recognize

way to have the means to put an end to the indescribable suffering which will be the lot of any survivor is the reason why, as many others like me, have become members of EXIT. To save ourselves and our loved ones from a slow agonizing death.

The pamphlet you mentioned will only be available to members of three months' standing. You imply incorrectly that it would be available immediately to anyone who applied for it whilst feeling low and vulnerable. The society recognizes that the reasons for the above state could well be transitory, hence the necessary lapse of three months.

Your sincerely,  
ARTHUR KEAVENNEY,  
Faculty of Humanities,  
Darwin College,  
The University,  
Canterbury,  
Kent.

October 20.

## Choosing the next Labour leader

From Mr Tim Renton, MP for Mid-Buckinghamshire (Conservative)

Sir, One part of me revels in the politics of the Labour leadership election. Another, larger and more serious, desperately wishes to see the main opposition party emerge from its domination by trade union money married to left-wing extremism.

To achieve this, the "German solution" of two leaders, one elected by the Parliamentary Labour Party, who would be the potential Prime Minister, and the other by an electoral college consisting of trade unionists, constituency representatives, National Executive, MPs and academics, could well be the answer.

The law itself, however, poses a danger. One stipendiary magistrate has already acted on the correct legal assumption that there is no power to remand prisoners in custody unless they appear before the court. Since as a consequence of the prison officers' action some prisoners are not being escorted to court on the day they are due to appear, it is possible that some extremely dangerous men will have to be released, made free to continue their criminal activities.

There is no reason why schism should last once a separation of duties and functions between the two leaders is agreed.

The mafia of trade union leaders, such as Clive Jenkins and Bill Keys, now throw the weight of their unions behind Michael Foot's claim to the leadership, when the bulk of their membership clearly prefers another candidate. This is absurdly undemocratic. It reflects such an imbalance of power within the Labour movement as to necessitate change.

Yours faithfully,

TIM RENTON,  
President of the Conservative  
Trade Unions,  
House of Commons.  
October 21.

From Sir Tom McCaffrey

Sir, For the record, Ian Bradley (October 16) was wrong when he claimed that Jim Callaghan avoided becoming committed on unilateral nuclear disarmament in the 1950s. On the contrary, Jim Callaghan took the lead in insisting on fighting to reverse the Scarborough decisions. This is borne out by Philip Williams in his biography of Gaitskell.

Yours faithfully,

TONY McCAFFREY,  
Office of the Leader of the  
Opposition,  
House of Commons.  
October 21.

From Mr Peter Willsman

Sir, In Bernard Levin's favored imagination it may be possible to equate the right of the Labour Party with the cause of freedom

From Mr Robert Swann

Sir, Mr Tony Jessel, MP (October 10), remembers, I am sure, that the Commissioner General of the United Nations Relief and Works Agency (September 26 address to the Parliamentary Assembly of Europe) explained Arab reluctance to make large-scale contributions to UNRWA for Palestinian refugees.

As he said, the Arab States have as a matter of principle kept their regular contributions low because they claim that "the Palestine problem is the result of policies pursued by Western countries and they insist that the financial burden should be borne by the Western countries".

In moments of crisis for UNRWA, however, they have come to the agency's aid with special contributions—the Commissioner General mentioned the contributions in the last two years of Saudi Arabia, Iraq, Kuwait and Libya. Last month, for example, Saudi Arabia agreed to give £150,000 for 308 UNRWA schools in Jordan and Syria.

The main effort of Arab governments is obviously within the framework of their own national budgets. As the UNRWA Comis-

sioner General's report for 1967 put it: "The record of the Arab host governments in promoting the rehabilitation of the refugees as individuals through education, training and employment has been notably humane and helpful. They have extended this aid to the refugees in spite of the grave difficulties which already confront them in providing a livelihood for their own rapidly expanding population".

It might equally well be pointed out that the Arab countries give a far higher proportion of their gross national product to Third World aid than do the Western countries.

The fundamental point, however,

is that the Palestinians themselves do not want to be "resettled" permanently elsewhere than in Palestine. A number here indeed made their homes in other Arab countries and indeed in every continent. But every Palestinian wants the right to his own flag, his own passport, the right to return to his own country whenever he wishes. If we try to put ourselves in their place would we not do the same?

Yours faithfully,

ROBERT SWANN,  
8 rue des Volontaires,  
75015 Paris.  
October 19.

From Mr Nicholas Walter

Sir, Why Bernard Levin finds it necessary to bring me unexpectedly into his column from time to time is his problem rather than mine, and perhaps some kind of progress was made when he did at last spell my name properly on dragging it as unnecessarily as usual into his discussion of Christian morality and homosexuality (October 15), an area in which he reluctantly accepts me and I just as reluctantly accept him as an ally, but I can't help thinking that it is really a bit much to be asked to "Put a Sock in It" from Time to Time" by someone who appears in the media almost every day with his mouth wide open, his pocket full, and not a sock in sight, and that if anyone might benefit from such advice it is surely Bernard Levin himself.

Mr Girvan, who clearly subscribes daily to so many of the 11 provincial morning newspapers and 80 odd evening newspapers published across the nation, says for the most part they stand for nothing, campaign for nothing, right no wrongs, guard no liberties.

Yours etc,

COLIN BRANNIGAN,  
Immediate Past President,  
Editor of British Newspaper Editors,  
Essex County Newspapers,  
30 Culver Street West,  
Colchester,  
Essex.

October 21.

Washing socks in public

From Mr Nicolas Walter

Sir, Why Bernard Levin finds it necessary to bring me unexpectedly into his column from time to time is his problem rather than mine, and perhaps some kind of progress was made when he did at last spell my name properly on dragging it as unnecessarily as usual into his discussion of Christian morality and homosexuality (October 15), an area in which he reluctantly accepts me and I just as reluctantly accept him as an ally, but I can't help thinking that it is really a bit much to be asked to "Put a Sock in It" from Time to Time" by someone who appears in the media almost every day with his mouth wide open, his pocket full, and not a sock in sight, and that if anyone might benefit from such advice it is surely Bernard Levin himself.

Yours etc,

NICOLAS WALTER,  
Rationalist Press Association,  
115 Bolling Road,  
Ken Ryddings,  
Yorkshire.

October 20.

Control of the Poms

From Mr Howard Newby

Sir, The system for planning the Poms which Dr Simpson (October 10) and Mr Keller (October 18) rail against has operated for some

## LETTERS TO THE EDITOR

## Choosing the next Labour leader

From Sir J. D. Stephens

Sir, The tragic death of Lady Barnett highlights the predicament in which not only those whose

responsibility is to operate the law find themselves, but also the shopkeeper who attempts to protect his stock.

It may very well be that Lady Barnett's case should never have been allowed to come to court. She was clearly unwilling at the time of the offence, and to draw an elderly and distinguished lady through the courts for the sake of a carton of cream and a tin of tuna fish valued at 87p sounds at the very least insensitive.

Share a thought however, for the shopkeeper is not his duty, but his qualification to act as a psychiatrist. Shoplifting, which should correctly be called thieving, is practically a national pastime. Unless we are prepared to see this thieving increasing even further (and I as a shopkeeper certainly am not) the police must always be called irrespective of the age, sex or status of the culprit. It is what happens after the police have been called in which requires careful reconsideration.

Yours sincerely,

JOHN STEPHENS,

STEPHEN'S,

15-16 Market,

Shrewsbury,

Shropshire.

October 21.

From Mr S. Allen Fox

Sir, The case of Lady Barnett should encourage urgent consideration of ways of protecting those who become vulnerable to the process of law through diminished faculties, as a result of diminished responsibility.

Yours faithfully,

PETER WILLSMAN,

322 Plumstead High Street, SE18.

October 21.

From Mr David Green

Sir, It must be the general experience of all concerned with what happens in our courts that in shoplifting cases there is an acute distinction between the professionals and the rest of the public which the law fails to acknowledge.

The "IJ" would need to be

empowered to order medical con-

sultation and to enlist, where ap-

propriate, the help of the health

and social services.

Yours faithfully,



HARRIS  
itologist

# BUSINESS TRAVEL

A 'frightening' outlook even though  
turnover is at its highest

How does the business travel hotel trade, which would be dead if it were not for laundry? If you buy agent's services, another drink from the cocktail bar is a guarantee of being there at the end of the recession, basically we consoled. "We are not long looking to survival". A sense of complacency on the part of the travel industry has been "1981 is going to be one of the most traumatic the travel industry has seen".

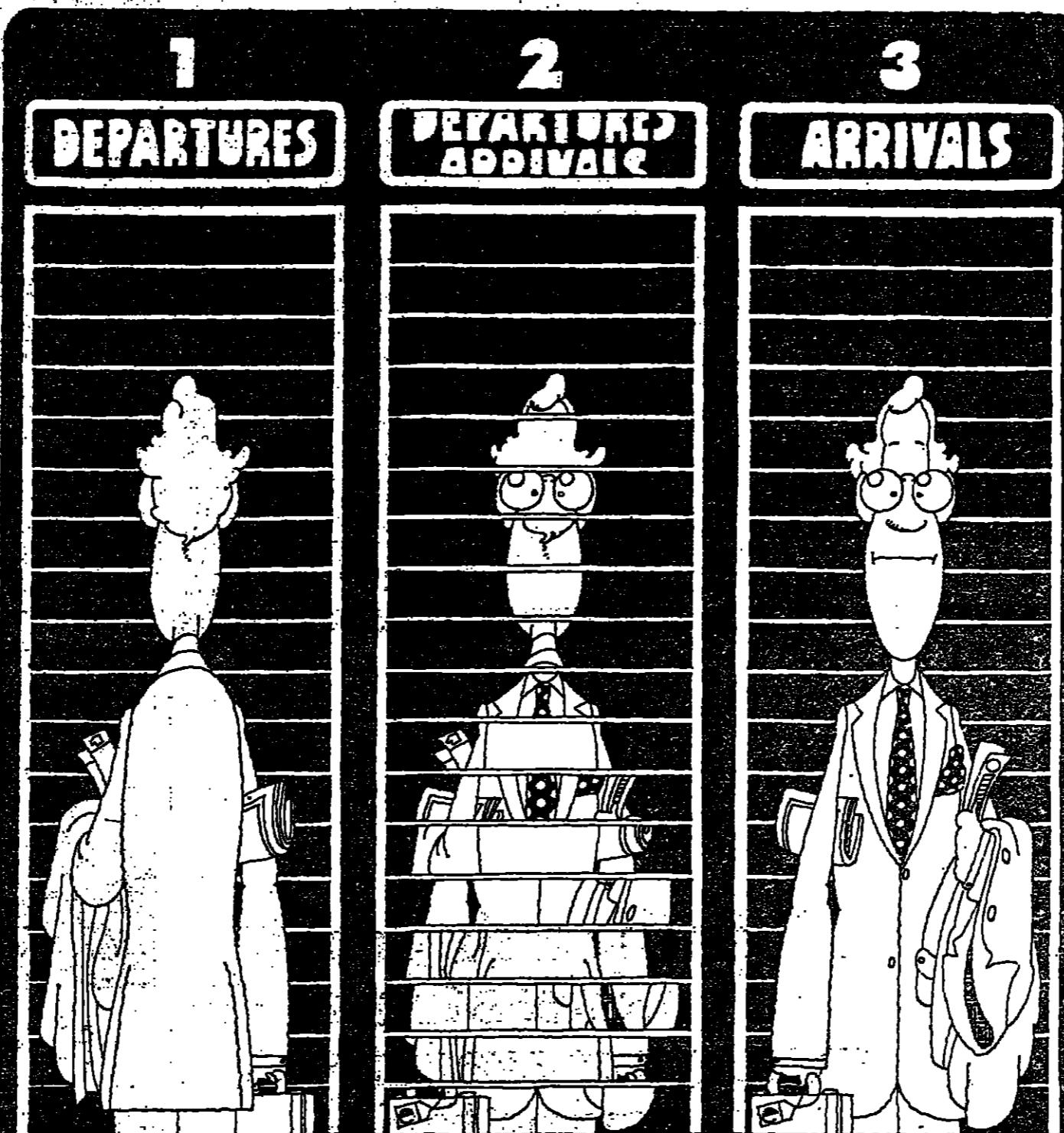
Yet turnover has never again been higher. British residents made more than 2,500,000 business trips abroad last year, and the count is now up to 1 or 2 per cent, an agent said: "I asked whether this figure was almost matched by commercial visitors to Britain. Numbers have risen steadily for a decade, and the pattern is the same so Association rules, but there is no growth".

Mr G. Fernback, chairman of Fair Trading, would not provide the retail council of the Association of British Travel Agents, said: "Although our customers are increasing, especially by people promoting exports, the amount of money spent is not necessarily increasing and may be decreasing slightly."

"Companies are becoming economy-minded, and fare wars are spreading all over the world. The tickets you issue on Monday for Friday may have to be reissued because of a change in fare structure. For the agent it means double work for over return".

What the Americans call aviation deregulation, others call cut-throat competition, has split over the package tourist to the business traveller. But to make the most of the special offers, both over and under the counter, the traveller probably needs expert advice either from a agent willing to act as a broker, or from his own company's travel manager.

Inflation and recession have produced a divergent approach to the way ahead. The same hotel chains which explain that, because of rising costs, only with the utmost difficulty can they even hold current prices, will at the same time offer corporate discounts to big customers. An agent said one manager had promised segregation from



the tourists at the cheaper end of the market. Such innovations are popular, except with ordinary chamber, with others in manufacturing cities, who may find their sole companions football hooligans and harassed mothers of five.

Telecommunications can sometimes save a journey. Britain has had Confravision since 1971. Studios in London, Bristol, Birmingham, Manchester, and Leeds are linked by closed-circuit television, enabling several people in each to confer with their colleagues elsewhere.

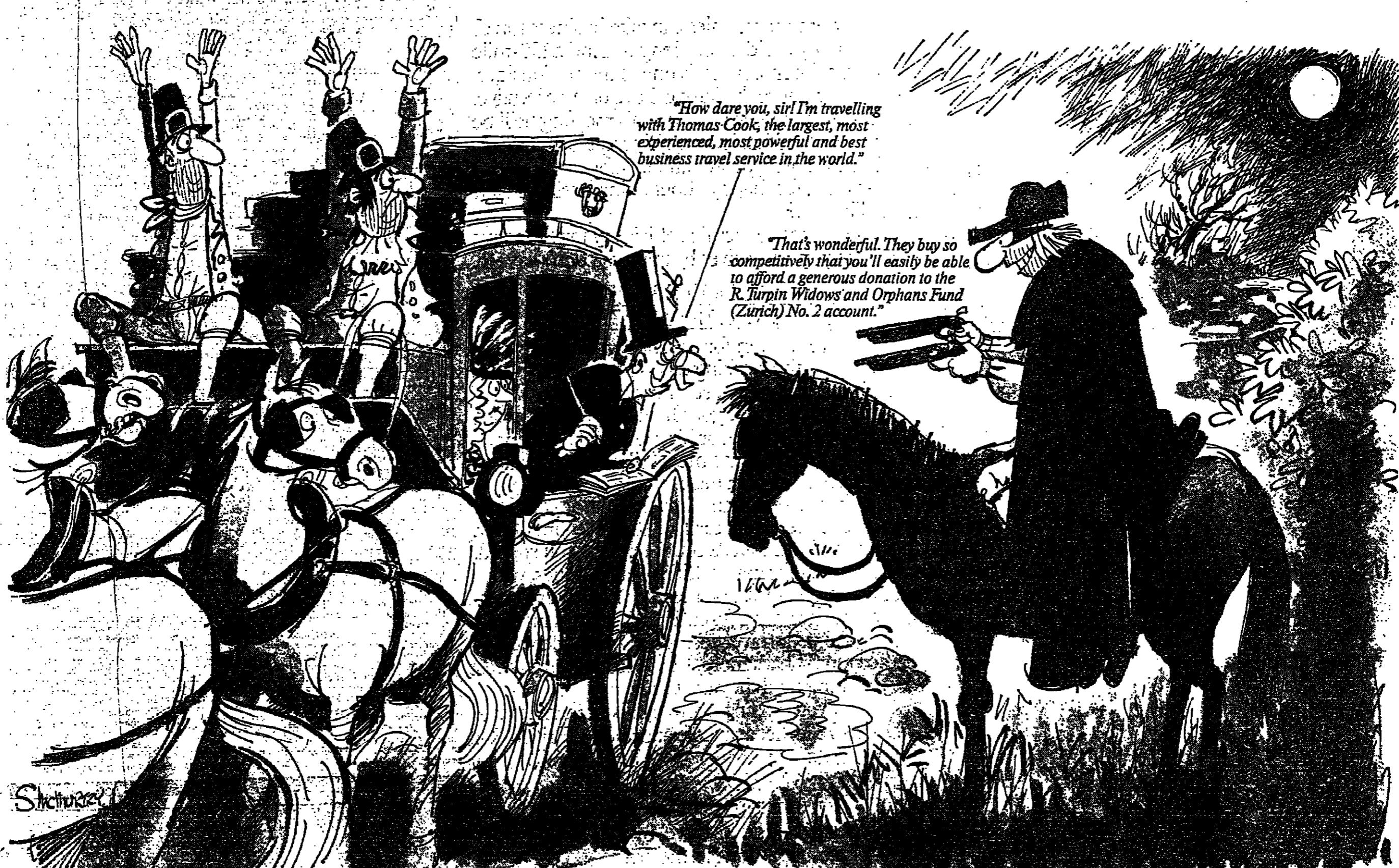
Its use is limited by the need to gather in a studio for a set time. But mobile links have been installed, and there have been test transmissions abroad by satellite. The Post Office believes more widespread use will be made of Orator, which it hopes to introduce next year. This system, using a loudspeaker-microphone, will be cheaper and more flexible than Confravision. Prospective customers seem happy to dispense with the telepictures.

Finally, with an eye on travellers tired of weaving a path through airport terminals, continental railmen are offering the Trans-Europe Express. First-class only services connect more than 160 cities in West Germany, France, Belgium, Holland, Italy, Austria, Switzerland and Luxembourg, with customs and passport formalities conducted in the train.

Patrick O'Leary

## ON OTHER PAGES

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Arrivals at Terminal 3 Heathrow.

**Arthur Reed**, Air Correspondent, reports that, with one or two exceptions, congestion at airports is not likely

to diminish. He also looks at changes in the services offered to business travellers by the airlines

## Squeezing 400 at a time through the facilities

For many businesses, the a classic case in point. Bulk countries worst part of flying is not on an island site surrounded by the air journey itself, but by a triangle of runways and linked to the outside the passage through the airports at either end. And through tunnels, it is now, although the recession is slowing the rate of airline passenger growth, conditions which most large airports have been playing the "airports game". Gatwick at airports, with one or two notable exceptions, are not better for it found no more than 10 miles from the major airports, now has flights

likely to improve. Baggage reclaim is death row, and particularly at Terminal 3, where the bulk of long-distance flights arrive within the space of three hours early in the morning, and is a fairly generation of wife-holders weary passengers, lost three and four deep around the luggage carousels in an effort to spot their cases. A wait of an hour between touchdown and baggage reclaim – particularly the latter – was constructed before the businessman's own bank, avoiding the necessity to queue at the banks at the airport.

Ingenious airport authorities have tried their best to stretch their amenities, but in many cases the shape of the site, or the solid manner in which the original buildings were constructed, defy foreign nationalities to make any real improvements. Heathrow, London, is complaints. However, all make no such demand,

apply similar simply asking for a joining the whole industry. Two excellent cases in point are opened in September Jiddah in Saudi Arabia, year, with the capacity and Atlanta, Georgia, handle a total of million passengers a year.

New Jiddah International Plans are already in hand to increase this capacity to 75 million. One of features is an underground transfer system which is four concourses.

domestic internal United States flights, each with aircraft gates.

Finding space for the airport has been no problem, as is often the case with the more congested areas of Western Europe. There are 300 metres between the courses leaving space

to taxi past each other and turn over to housing and other development when it is superseded.

These rooms are tucked away in discreet corners of the city, and which will be turned over to housing and other development when it is superseded.

Entry can be gained only by showing a membership card, which is superseded.

The airport sites cover 405 square miles, of which 40 per cent is desert, so the time

will allow in the cabin to sit and catch up with latest news, or make last-minute bus

telephone calls before boarding. British Airways and several other airlines, modern architecture, are packed

with glass walls, while

lived with glass walls, while

process, from some of their

series of smaller clubs, are intended to be built in 1981.

This will raise the airport's revenue from 120

aircraft those who now leg

room, or those which while

being used for food and

beverages, are a main attraction to the

and the passengers' final year of its life.

After days on the world's

airlines network, have fleet of mobile phones – a classic case of

managed to keep up with

About 14,000 have already

spent a fortune on the airport port authorities trying

congestion which sometimes stage two is just beginning

into a pint pot of facilities

airlines will park along the perimeter to handle four million passengers a year, but during

the first year, the passengers' final year of its life.

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## Hidden costs may be prohibitive for high fliers

There are two schools of thought about executive flying. One is that private flying is a wasteful extravagance; the other, that it is an efficient method of getting key people and comments to where they are needed.

At first sight, the cost of flying a private aircraft does not look too formidable.

The purchase price of a light plane could be comparable to that of a large car.

The latest edition of Flight International magazine carries classified advertisements of aircraft ranging from £600 for a second-hand Hawker Siddeley 125 or £500 (plus VAT) for a eight to 10-seater Piper Aztec down to £5,000 for a Beagle pup.

The cost of a new Royce car would cost somewhere between £10,000 and £12,000.

A more considered view is that a company aircraft is sufficiently reliable and versatile to enable a private aircraft to operate effectively as a top-level executive aid.

The cost of flying a private aircraft is extremely expensive; so much so that the spontaneous reaction of one chief executive when asked what he thought about executive aircraft was that he would sell his shares in his company which ran one.

They can add up to a massive annual total. For the aircraft has to be checked and inspected every six months, whether or not it is being used, for its certificate of airworthiness, without which it cannot legally fly.

Buying as well as maintaining is not cheap, and there are more than 100,000 aircraft in Britain.

Even if a company is not buying a private aircraft for holidays and other personal use, there is also the cost of safety.

As their publicly employed colleagues, there are restrictions on the number of hours private flights will be needed, at least on a part-time basis.

Even if a company is not buying a private aircraft for holidays and other personal use, there is also the cost of safety.

Mr. Phil McConnell, brokerage manager of the IML Courier company, estimates that 50 per cent of the top 100 United Kingdom companies, including Ford and Shell, do operate their own aircraft.

Another method by which a company can make use of the advantages of private flying without bearing heavy overheads is by using an air taxi company. There are

more than 50 of these traditional business tooling in the United Kingdom.

A main benefit of operating your own aircraft is against 200 airfields and airports.

Using a scheduled air service with bookings from the north of Scotland to Northern Ireland and the Channel Islands.

It should also be capable of a variety of functions from specialized services, from ferrying cargo or accident victims to acting as a minibus.

Boardroom negotiations can be continued with a minimum of distraction.

Ensuring a standard of reliability and versatility sufficiently high to enable a private aircraft to operate effectively as a top-level executive aid is extremely expensive; so much so that the spontaneous reaction of one chief executive when asked what he thought about executive aircraft was that he would sell his shares in his company which ran one.

Two factors have worked to the advantage of the air taxi companies in the past 10 years or so. One has been the steep increases in European scheduled air traffic, which have far outstripped those of the taxi concerns.

The other has been the even bigger increases which have occurred in hotel charges.

Although about 15 years ago it would have seemed extravagant and expensive to charter a private aircraft for business, prices can now be very competitive with scheduled services and with considerable gains in comfort and efficiency.

Most big air taxi concerns belong to the Air Taxi Operators Association, which publishes a guide to charter costs in its annual yearbook.

The latest guide (with costs taken at May, 1980) shows prices ranging from £600 to £900 per flying hour for an eight-to-10 seater jet down to £100 to £300 for a slower three-to-11 seater piston-engine aircraft. These are very broad figures. They do not include landing fees, overnight waiting time, crew expenses or VAT. On the other hand discounts, possibly of 20 per cent or more, can be obtained by regular users.

Breaking the charges down further, Mr. Kursus Forster, the operations manager of one of the ATOA member companies, Caliber, said that he could quote a day return price from Elstree airport near London to Brussels of approximately £370 for up to five people travelling together. This price compares very favourably with the £113 listed in the September edition of Business Traveller magazine for the economy fare to Brussels using a scheduled airline service, and even better with the £174 listed for the first-class fare.

Air taxi prices cannot match inclusive tour charges which to Brussels can be as little as £73 for a weekend visit. They do, however,

offer much greater flexibility than either scheduled or inclusive tour services. Customers can choose the exact time of departure to suit their individual itineraries.

While light aircraft may be much slower than scheduled services, a great deal of time can be saved on embarkation. Cuban, for example, quotes 10 to 15 minutes as a realistic interval between the customer's arrival at Elstree and take-off. There are also gains in that, if there is a delay, the traveller can make a realistic assessment of its duration and plan accordingly.

Helicopters, in theory the ideal business travelling machine, come at the bottom of the chartering price list.

A four- to five-seater machine will cost about £180 an hour. While it has a speed of only about 130 mph (compared with 400 to 500 mph for the executive jets),

it has the advantage of being able to take off and land almost anywhere, and its hovering capabilities make it ideal for television and filming pipeline inspections and checking power lines as well as for ferrying business around.

However, the usefulness of helicopters for executive transport in Britain has been severely retarded by shortage of suitable facilities.

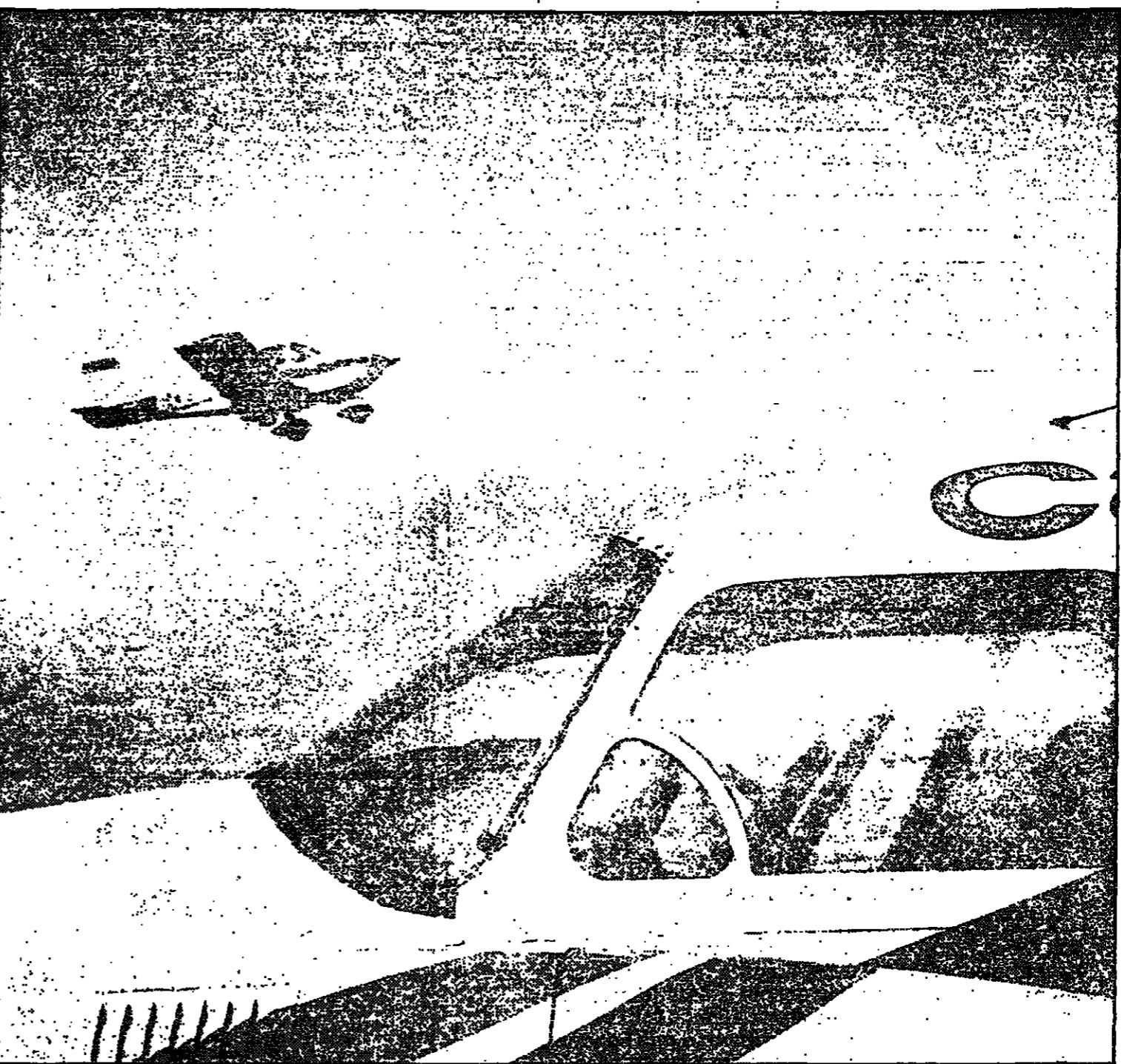
In London there is only one public helipad, and this is in an inaccessible part of Battersea, far from public transport. Visiting Japanese, American and other international businessmen, frequently displayed by the 25 minutes or so which it takes for them to travel from the Battersea helipad to the City by limousine.

All this should be changed by next spring when a new floating helipad becomes operational on the Thames close to Blackfriars and Southwark bridges.

A planning application by the British Helicopter Advisory Board, a trade association of manufacturers and operators, has been approved for a three-year trial period.

Called the City helipad, it will have three landing and take-off pads and be able to take up to 10 to 14-seater helicopters to within five minutes of the City.

Patricia Tisdall



The cost of hiring a private aircraft for a group of people can compare favourably with the scheduled airline fares. Michael Abrahams

## Telling in seconds whether there's room at the inn

businessman staying at a booking might have throughout the world. An linked to its worldwide network. The future holds out the likelihood that all the national hotel chains, big and small, throughout the world will be able to link into some sort of computerized bookings system, whether it is one they have formed themselves or part of a group effort sponsored with the financial assistance of partners in other countries.

Holiday Inn says the new system will reduce guest check-in time by 60 to 70 per cent because registration forms will be prepared by computer print-out before the guest has arrived.

The new systems eliminate costly telephone and telex calls and can also lead to a reduction in hotel front office staff. But what have they to offer the business traveller? Probably the greatest advantage is that he can telephone one central number—in America, toll-free—and find out within a matter of seconds, whether a room is available in a hotel of his choice anywhere in the world.

The video display unit operator can give details of price, alternative hotels in the vicinity if the first choice is full, and make an instant reservation. The holder of a credit card need only quote its number to be given a booking without further ado.

Future benefits may include a facility enabling the guest to settle his accounts with hotels in a chain at the end of his journey instead of at each stopping place.

A potentially worrying aspect is what a database of the type described might be capable of, were it to be used in the wrong hands. It is possible to programme into the Holiday II system a request for the itinerary of a person travelling through America, using Holiday Inns. Even if the person's name were spelt incorrectly, the computer would search its memories and offer the operator the itineraries of travellers with similar names.

But the possible dangers inherent in the storing of vast quantities of such information have not been overlooked and secret methods have been used to prevent outsiders keying their way into the system and obtaining details which could be misused.

Despite all the amazing advances of modern technology, one thing must surely never change. Whatever the speed and accuracy of hotel accounting procedures, mistakes can, because of the human factor, occur. It is doubtful whether there will ever come a time when the businessman hotel customer will not need to look carefully at the bill, computer-written or not, which is presented to him on his departure.

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Advance reservations remain a must in many cities if visitors are to be guaranteed a hotel room. Two of the most difficult places in which to find a room at short notice are Cairo and Hongkong, where hoteliers recommend that bookings are made two to three months in advance.

Within Europe, travellers to Cologne, Frankfurt and Munich should try to book three weeks in advance. In America, booking one month in advance is recommended for Miami and Disneyoland; two weeks or more during summer, for New York, and one week for Hollywood, Chicago, Boston and San Francisco.

The system's heart in Memphis keeps a record of bookings at Holiday Inns offices a computer terminal

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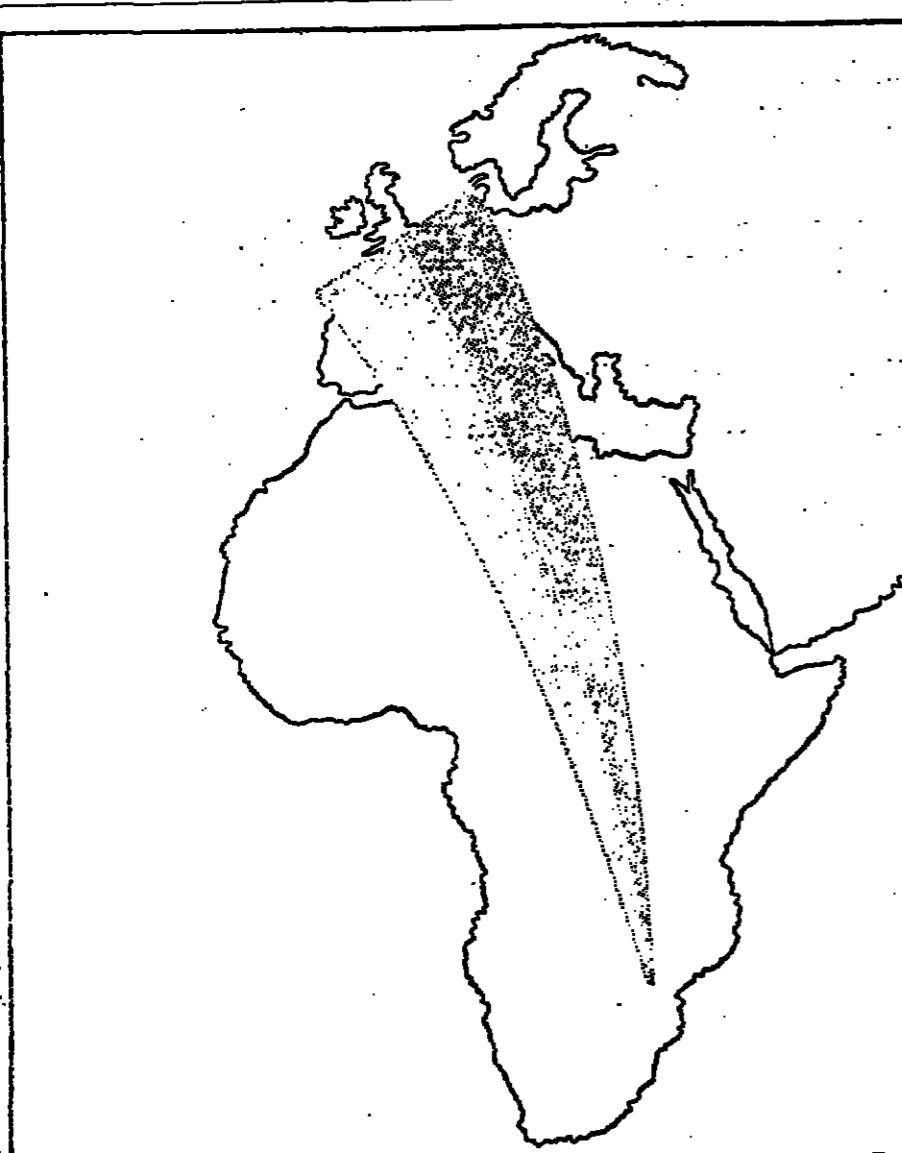
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## Carrying out work under cover

In many ways, anyone travelling on business needs on business. The trips which somewhat similar insurance are made are declared to that provided for the insurers, and the initial premium is adjusted on the basis of the actual premium earned by the insurers.

As an alternative, a policy can be arranged in respect of an individual, on an annual basis, to cover any number of business trips abroad as well as holidays. For instance, Guardian Royal Exchange Assurance offers such a policy in conjunction with British Airways, which provides cover "during any period of travel, whether for business or pleasure, not exceeding six weeks" duration, from the time of leaving home or place of business to return to home or place of business, involving air travel or at least one night's absence from home".

Irrespective of how the insurance is set up, as with any other type of insurance, it is important to arrange the correct level of benefits at the outset—and, in view of inflation, they may need to be revised upwards from time to time.

Many policies offer personal accident cover, but this may not be thought necessary if, already, generous life assurance (and/or personal accident insurance) is in force. If, however, this cover is arranged, it may be decided to insure the chairman for a higher figure than a salesman making his first trip overseas.

It is important to make sure that the figure for baggage and money is sufficient to cover everything being taken, including the clothes being worn by the traveller. Otherwise, in the event of under-insurance, the pro rata of condition of average may be applied, with the result that any claim will be scaled down in the same proportion as the under-insurance.

Travel insurers are not necessarily prepared to insure samples taken overseas. It should, however, be possible to insure them under a goods-in-transit or all risks policy—although, probably, in many cases, the value of samples will not be great and it may not be worth worrying about insurance.

Will cover be required in connexion with cancellation or cancellation? Here, if required, insurers will meet the cost of travel and accommodation charged which cannot be recovered in the event of the trip being cancelled or curtailed for such reasons as the illness of the traveller or death of a close relative. While this type of protection can be useful to a small organization, many large organizations do not worry about it since so often, a substitute can be sent if a person is unable to travel as planned.

Almost certainly, the most important area of all concerns medical expenses. Very high costs may be incurred in the United States; in one case, the bills

resulting from a heart attack amounted to about £42,000.

Most insurers have increased the cover which they provide for medical expenses and, in a number of cases, cover of £50,000 is available, or can be obtained by topping up the basic policy. Since, fortunately, really high medical costs are still fairly few and far between, the cost of this cover is not particularly high.

Often medical costs can be kept fairly low if a patient can be repatriated to a British hospital, instead of languishing in an overseas hospital, possibly, with the added complication of language difficulties. Europ Assistance is one organization with a good reputation which has introduced a worldwide insured repatriation scheme for business travellers.

Depending on the country being visited, medical expenses cover of £5,000 or £10,000 is provided, but if repatriation is undertaken (if necessary by air ambulance, with doctor and nurse together with suitable equipment on board), the full cost is met by Europ Assistance.

With this scheme, each trip, dependent on duration and the country visited, attracts a certain level of premium. For convenience of inception, the estimated premium for the year is paid and, at expiry, this is adjusted in the light of the actual premium earned.

If a car is taken to the Continent, the policy should be extended, and an additional premium paid. A green card will be provided. Without extending the policy in this way, the only cover which will be provided will be the bare minimum required by law in other EEC countries, with certain other countries on the Continent. Normally, only third party risks are covered in a car, and, sometimes, the level of indemnity required by law may be insufficient to satisfy a claim. Cover, also, can be obtained to meet the cost of bringing back to Britain a badly damaged car.

If a car is taken to Spain, it is important to obtain in advance a bail bond, since the legal system allows the authorities to detain a driver, and/or his car, after an accident, unless a deposit is made in case he is found liable. A bail bond which acts as surety can avoid that type of indignity and inconvenience.

Great care is exercised by airlines to observe safety procedures. This 747 jumbo belonging to Japanese Airlines was blown up at Benghazi airport after being hijacked. All passengers got out safely.

John Gaselee

## MORE AIRLINE FOR YOUR MONEY.



More flights to Saudi Arabia and the Middle East than any other airline, including 12 flights a week to the Kingdom and daily services to Riyadh and Jeddah.

More destinations in Saudi Arabia and the Middle East than any other airline: our exclusive network of domestic flights covers 21 cities within the Kingdom.

More non-stop flights from Europe to Saudi Arabia than any other airline, including three to

Riyadh and five to Jeddah weekly from London.

More wide-body jets from Europe to Saudi Arabia than any other airline, every flight from London by InStar or 747 jumbo.

And more of

welcome to Saudi

gives the ultimate Arab

welcome of all

wasabi on every

flight.



For reservations contact your travel agent or telephone London 01-580 7777 or 01-580 6633.



Man

## Speedier trains mean out and back in the same day



British Railways' InterCity 125, the businessmen's train, has the distinction of being the fastest in Britain. It can travel with safety at speeds of up to 120 miles per hour, and it is an economic way of travelling between commercial and industrial centres. At one time out one day and back the next, now, with today's faster trains, out and back in the day.

Over £100m earned by British Rail on passenger traffic last year, about £200m is estimated to have been for business travel, of which 10 per cent was first class. This involved over 250,000 journeys between London and the provinces, all of them in economy class. Businessmen are beginning to turn to the InterCity 125, says Godfrey Davis, managing director of the UK arm of the train. "It changes the network. It involves you, whole investment philosophy." By speeding up the trains on prime routes and extending the routes on which the businessman can get out and back in a day with reasonable time for work and meetings between and no hotel bill to pay, BR can charge prime fares for fast high-quality journeys.

The main advantage of travel to the businessman is that it is fast, with average speeds of more than 70 mph and top speeds up to 120 mph; it is direct from the centre to centre, with no problems of traffic and parking; it is comfortable, with space and leisure to review papers on the way.

It is frequent, with many departures on most days.

The High Speed Train (HST), otherwise known as the InterCity 125, has already cut journey times between London and Edinburgh (400 miles) from six to under five hours, be-

tween London and Newcastle (300 miles) from more than three and a half to under three hours, and between London and Leeds (200 miles) to about two hours. Small wonder that on the latter route businessmen are not merely visiting for business in a day, but doing so in under four hours.

Unfortunately, this trend has since been reversed, with a probable other continental cities.

In January, business traffic went on expanding by 6 per cent, something more than 30 million passengers, and between Britain and Europe, it is estimated, is

now 10 per cent of business travel by air. Of the tenth that goes by sea, the great majority cross by the short sea routes from Dover and Dover and Ostend to those

already operating from the Tower of London, and Hovercraft services from Pegwell Bay and Dover to Calais and Boulogne.

The proportion of business travellers taking their own cars is not accurately known but the attractions of freedom of movement, carriage of wares, and the possibility of combining work and holiday are such that there are known to be substantial numbers on the ferry routes to Norway, Sweden, Denmark, Germany, Holland, Belgium, France, and countries farther afield such as Italy and Austria.

They are presently enjoying a sharp rise in the range and standard of service offered by the ferry operators, particularly the best bargains for years, as the ferry operators fight for customers for their ever-growing fleets.

One day, no doubt, there will be airships and tunnels to the Continent. Meanwhile, if you have time, the ferries provide a pleasant way to get to work.

Michael Bally  
Transport Correspondent

## Trend towards car rental and leasing predicted

Car hire companies have been having difficulties recently — reflecting the general economic climate.

Companies, whose account

is estimated to be two-thirds of the rental business, have been hitting cars for the past few months, as do many others.

The rental industry is con-

cerned that once the recession past, the demand for

car hire services at destination, operated

on a long-term basis, will revive. In customers must begin to

hire vehicles for a week or less.

British Vehicle Rental and Leasing Association, sees nearly £1,000.

the rental business expand

faster than the economy as a whole.

This, he says, is largely because the cost of motor vehicles will outstrip the general inflation rate.

Corporate profits are high, and the disposable income of the private individual is

increasing, accelerating

and away from ownership

towards rental and lease.

Car rental companies can be divided into three groups: the big, the medium and the small, local companies often associated with service stations and car dealers.

Because they can spread their overheads over other activities, their car hire rates are often low.

There are also the special interest companies offering facilities, such as

Rolls-Royce, Mercedes, Daimler and Porche, either for self-drive or with a chauffeur.

Since this type of service appeals only to the wealthy in the first place, it is likely to be less affected by the fluctuations of the economy.

The rising prices of these cars, together with high interest rates and falling second-hand prices, is putting up the cost of rental.

Godfrey Davis, the sub-

ject of this year's takeover bid by Compagnie Internationale Europcar, a Ren-

ault subsidiary, claims to

be the most well-heeled of

these companies.

Credit card schemes enable

the international business-

man to book a hire car at

this or that airport without

having to use a telephone

or change traveller's cheques.

These companies accept bookings not only the length

and breadth of the British

Isles but across continents.

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These companies accept bookings not only the length

## Two ways to deter sky terrorism

Over the past 10 years hijacking or other forms of terrorist attacks on aircraft have become a familiar emergency for many airlines, police forces and governments. Aircraft have flown half the world at the behest of a gun or bomb as the sky has become a major battleground without anyone ever issuing a formal declaration of war.

Between 1968 and 1978 there were more than 400 attempted hijackings involving 2,500 passengers. There were another 75 cases of shots being fired or bombs detonated inside aircraft while they were in flight or on the ground. These figures do not include incidents where police forces or security services have stepped in and prevented attacks being launched on aircraft with weapons such as portable guided missiles.

The toll of casualties inflicted includes at least three major crashes which have taken hundreds of lives. On the credit side are the remarkable rescue operations, such as at Entebbe and Mogadishu.

However, these successes were a means to redress the balance. As with all policing, prevention remains an important part of the armoury and, in the case of air travel, it must be argued that prevention is primary. Air passengers do not want to travel if they run the risk of hijacking or attack, and if they do not travel there is no revenue and eventually no flights.

Terrorist attacks have to be deterred in two ways. On the one hand there is a responsibility by airline to prevent access to targets, and on the other, governments have to pool their intelligence resources to provide warnings and also agree on where hijackers have capital.

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**Stewart Tandler**  
Crime Reporter

their attitude towards the increased lax security arrangements at one airport to transfer on to their chosen target at another airport.

In the air, security is the province of the airlines. Few will talk about their precautions but some have become known as a result of attacks. For some time American aircraft on potentially dangerous routes have been carrying federal "sky marshals". In Russia it is not unusual to see flight crews descending from their aircraft after a flight with pistols still tucked into their belts.

"El Al has specially armed security guards on many of its aircraft, as do a number of Arab airlines. Some years ago a would-be hijacker on one Arab airline is reported to have come up against guards. He was disarmed, smothered in a towel and had his throat cut.

Despite such cases and all the paraphernalia of modern security which surrounds air travel terrorists will still get through. After the hijacking of the United States is now suffering an increase again as disenchanted Cuban refugees try to go home.

The baggage checks and the searches take time and certainly cause considerable inconvenience but many passengers seem to have accepted them as part of the price they must pay for flying. As far as airport security is concerned its success depends very much on the country concerned. In Britain regular exercises are carried out between the police and the army, including the SAS. Special security has been added for flights to the Irish Republic and Northern Ireland which included segregating aircraft from the rest of the airport and a stringent check on all passengers.

Abroad, however, there have been a number of cases where hijackers cannot get off flights but also find succour. There will never be an end to terrorist attacks while loopholes remain open. The next stage is likely to be other gateway destinations in the American south, led probably by Atlanta, Georgia, with New Orleans likely to prove in-

the lead.

**Thomas Cook**  
Travel Agent

**Good work can win an airline ticket to romantic places**

## Good work can win an airline ticket to romantic places



Incentive travel, which is increasingly popular, Thomas Cook believes, is thriving despite the recession. Mexico and the Caribbean, already popular incentive destinations for business travellers, are becoming more popular. Handing out a travel package as reward or motivation to those company most highly regarded, whether it is salesmen with record-breakers or agents who have done well and may be persuaded to do better, needs to be memorable so as consistently to gear up the incentive.

It means finding something new and preferably exotic, a task which the past months of intensifying fare wars among the airlines have made easier.

Hongkong and other destinations in the Far East are now starting to figure more frequently in incentive travel packages, and the past year has seen a big jump in such travel to both the east and west coasts of the United States from Europe, including Britain.

It is difficult to assess how much of overall business travel can be categorized as incentive because, apart from the packages taking in Florida and California this year. This is because for the first time the costs have come within the spending limits of the travel packages.

A company may send off its top salesmen to an exotic spot partly for pleasure and partly to have discussions on the next corporate plan for launching new products and boosting sales. Being a company's representative at overseas conferences where companies set up their trade stands against tax. Regulation was first introduced in the mid-1970s. They slashed conference traffic from the United States to Britain for more than a year. There is considerable opposition in

the average numbers of delegates sent to them has declined. Some annual sales conferences usually held abroad have either been dropped or held nearer home because of tighter budgets during a period of recession.

There are new moves in the United States further to tighten up the regulations governing attendance at overseas conferences where companies set up their trade stands against tax. Regulation was first introduced in the mid-1970s. They slashed conference traffic from the United States to Britain for more than a year. There is considerable opposition in

the incentive travel section at Thomas Cook as the way the industry is changing.

Thomas Cook, either the smaller straightforward incentive travel packages or even some longer packages, is still getting its share of the market. Majorca is still very popular. Not have been lost for some time for other Mediterranean destinations, especially Greece.

Because of the wide appeal of incentive travel packages which companies expect in the trade that complete holiday.

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Competition  
policy—the  
quick  
solution, page 27

THE TIMES THURSDAY OCTOBER 23 1980

# THE TIMES

## BUSINESS NEWS



Stock Markets	
FT Index	1,457 up 4.7
FT CSM	1,277 up 0.43
Sterling	\$2,435 down 20 points Index 78.3 unchanged
Dollar	Index 84.4 up 0.2 DM 1.865 up 30 points
Gold	£365.00 up 6.7
Money	3-month sterling £164.66/ 3-month Euro £132.13/ 3-month US \$132.13

### IN BRIEF

#### Citicorp set to buy Diners Club

Diners Club, one of the leading credit card operators in the world, is about to be sold by Citicorp, the parent company of New York's Citibank.

Spokesmen for the three parties involved, Citicorp, Diners Club and its present owners, Continental Insurance of Chicago, declined to comment on what they termed market speculation. But other industry sources confirmed that negotiations were in their final stages.

Continental Insurance bought Diners Club in 1970 for \$15m (£4.7m). It owns the North American business outright, but overseas activities are franchised or shared with a local bank, National Westminster, a minority shareholder in the British operation.

Diners Club's trading performance has been disappointing under Continental's management and it is losing money every year except 1977 when it made £4.3m. The number of cardholders has been falling and is now 900,000 in the United States, down from a peak of 3.5 million.

Recent high interest rates are thought to have pushed the group further into the red in past six months, and industry observers expect the sale price should the deal go through to be much less than that Continental paid. Figures as low as \$22m were mentioned.

#### Nissan's US site

Nissan Motors will announce a location for a \$300m (124m) small truck factory in southeastern United States October 30. Mr Mitsuru Goto, general manager for public affairs of Nissan's international division, said in New York:

#### Tax relief plea

Tax relief on stock appreciation should be made permanent and clawback of relief could be allowed for three consecutive years at the very least, the Builders' Merchants Association says in a letter to Geoffrey Howe, the Chancellor.

#### Fire brigade order

Orders for a total of 57 fire engines worth more than £2m have been won by the commercial vehicle company Mistar, Dennis of Guildford, in Kent county fire brigade.

#### Oil textile exports

British wool textile exports totals £27.7m in August, a fall of 16 per cent on a same period of 1979. Total earnings for the eight months of the year were £279.4m.

#### Standard ships

A drive to eliminate standard ships from the world's seas has been launched in London by the International Maritime Industries Forum.

#### Gunmaker closes

Manufacture, the top French maker of guns and bicycles, closed on orders of the commercial tribunal in Saint-Etienne, with the loss of 1,675 jobs.

## Blue Circle to cut cement capacity and make 1,500 workers redundant

By Peter Hill

Blue Circle Industries is to make 1,500 workers redundant by the end of next year. Rationalization of its cement production will result in a capacity cutback of about a third.

The company, which recorded a pre-tax profit of £34.2m in the first six months of this financial year, blamed the building industry recession and rising energy costs.

Blue Circle's plans will affect seven UK factories and two abroad—UK: The works at Melton, near Northampton, on Humberside and another plant at Swindon near Darlaston will be closed, while a plant at Northfleet, also in Kent, will have capacity cut. About 1,000 workers will be affected by the closures and retrenchment.

The company plans to close down a lime manufacturing plant at Rochester, Kent, by the end of this year, while the jobs of 250 lorry drivers will also be lost because of the fall in demand for cement and the changed pattern of deliveries.

The balance of the redundancies will be taken up by losses among other employees.

Blue Circle undertook a big rationalization of its cement-making activities in the 1960s and early 1970s, involving the closure of several older and smaller works. This was accompanied by investment in extra facilities, including a large new works at Northfleet.

Present total capacity is about 11 million tonnes, but the present demand is only about 8 million tonnes and the company said that the planned rationalization reflected the demand.

There was a right issue in August to raise nearly £50m and further cutbacks were indicated when the company said that since the rationalization of the past few years, energy costs had continued to rise and had affected both production and distribution costs.

As this trend continued, the operation of plants which were dependent on less energy efficient processes clearly became less economic.

In its rights issue statement, the company said: "Although the group has been successful in improving the overall efficiency of its operations and has effected considerable savings in energy consumption, the directors are now convinced

that a further phase of renewal and regeneration of the group's cement manufacturing facilities in this country is essential to safeguard the long term future of the group's United Kingdom earnings base."

Both the Melton and the Swindon works are more than 50 years old. The whitening works at Melton will not however be affected by the closure of the plant at Northfleet.

The Melton plant employs about 1200 workers in the United Kingdom and Japan, from which the impact of rising energy costs with coal as the principal energy source, for cement manufacture, the company exports mainly from the North fleet plant. It has been hit by the strength of sterling and capacity at Northfleet was reduced from 3.5 million tonnes to 2.5 million tonnes a year.

The Blue Circle announcement reflects the depth of the recession in the building industry and the number of orders for both public and private sector projects substantially lower than a year ago. This will give a further unwelcome boost to the growing tide of redundancies across industry.

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## Loss of 900 Perkins jobs agreed

Workers at the Perkins diesel engine plant in Peterborough yesterday agreed to a plan for 900 redundancies and a productivity deal to avoid further job losses.

The 7,000 hourly paid workers voted to allow voluntary redundancies against the advice of their shop stewards. Their decision has lifted the threat of industrial action.

Perkins is the largest manufacturer of diesel engines in the world, but production is being cut back because of a slump in sales in Britain and abroad.

Shop stewards had rejected the deal and recommended strike action if there were any compulsory redundancies at the plant. They did not get the chance to put their resolution to the meeting yesterday, and it was overwhelmingly for acceptance.

Workers to be made redundant will be chosen from a total of 1,300 men who have volunteered and the company faces a huge bill for severance pay.

Metal Box Company is to shed 134 jobs at Wisbech, Cambridgeshire. The labour force working a four-day week. Directors

of the company have decided to take a 20 per cent cut in pay.

Mr John Pear, the managing director, said yesterday: "The recession has decimated our business. Our workforce has been reduced from 445 to 100, mainly through redundancies, and the union gave us their full cooperation in making the wage cuts. The various workrocks was in complete agreement.

Mr Bill Morgan, district secretary of the Amalgamated Union of Engineering Workers, said: "It is a matter of the lesser of two evils. It is not easy to swallow a decrease in pay but the alternative is a long strike.

Ironically, the company planned to make 78 people redundant but when it asked for volunteers 134 applied. A spokesman said yesterday: "In view of the rationalisation at the plant we decided to accept them all and the workforce will be reduced accordingly between now and Christmas."

One hundred workers at Spiral Tube Heat Transmission Engineers in Derby have agreed to take a 5 per cent cut in wages to avoid further redundancies. About 150 employees are affected by short-time working introduced at the foundries of British Steel's Stanton Works at Ilkeston, Derbyshire.

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Financial News page 28

## Harland and Wolff accounts are qualified after £24.4m loss

By Peter Hill

Industrial Editor

Harland and Wolff, the state owned Belfast shipbuilding and engineering group, yesterday disclosed losses of almost £24.4m last year. The company's accounts have been heavily qualified by Price Waterhouse.

The loss is in line with forecast made earlier this year when the Government said that the changes on contracts were an improvement to be won by proposing a formal investigation of ICI under the Government's new competition legislation.

The present ICI contracts have an indefinite life, stipulating that all requirements must be bought from ICI and require two years notice of termination.

In 1978 a Price Commission investigation criticized the contracts as being onerous and having unnecessary restrictions.

During 1979 ICI added some variation clauses but Mr. Morris said though the ICI contracts might be anti-competitive, ICI will be negotiating with all customers contracts with a range of options.

In addition to spot buying, customers will be able to opt for short-term contracts for fixed tonnages. Running contracts with shorter termination periods will also be offered, with variation clauses on price and compensation terms. Other flexible contracts, terminable at short notice, will also be offered.

The extra loss provision was made in April this year by the board and was the result of a serious underestimation in the level of productivity of December 1978.

In its report the company said: "Major uncertainties existed regarding the rate of inflation, future level of productivity and continuity of production which could involve additional losses and for which no provision has been made."

The latter refused to take delivery of the ships during 1978 and the dispute was referred to arbitration. Harland and Wolff's latest accounts show that it made a further loss of £116m to its provision for estimated prospective losses, bringing the total provision to £31.5m.

But it was unrealistic to expect any new shipbuilding orders to be obtained at other than a substantial loss-making price until there was a real improvement in world trading conditions.

The company has, however, managed to reach agreement over the delivery of two large crude oil tankers built for subsidiaries of the American-owned Coastal State Shipping Company.

The latter refused to take delivery of the ships during 1978 and the dispute was referred to arbitration. Harland and Wolff's latest accounts show that it made a further loss of £116m to its provision for estimated prospective losses, bringing the total provision to £31.5m.

The Bourse has been living with a growing bomb threat for the past three years, with at least one hoax call a month, each causing temporary closure while a search was made. As a precaution, security guards have been increased.

In 1981 a bomb went off on the first floor of the building, injuring 11 people slightly. This attack was claimed on behalf of a mysterious group calling itself "Resistance for Democracy and Freedom", which has never been traced. During the student riots of 1968 a

alarm clock and set to explode within 10 minutes.

Within five minutes the bomb had been defused, but no progress has so far been made in discovering who the culprits were.

But Monday's bombing could easily have been much more serious than any previous attempt. It was clearly a deliberate attempt to kill a large number of people. Police believe the target could indicate that the bombers were left-wing since the Bourse symbolizes capitalism.

The bomb and its mechanism were more crude than those used in the majority of recent bombings in France, including the one which killed four people outside a synagogue at the start of the month. This could indicate that the group is a new one.

Police discovered paint thinners inside the sack filled with 10lb of explosive linked to a crude

alarm clock and set to explode within 10 minutes.

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## £30m Tokyo oil loan offered to China

Japan is ready to provide China with loans worth 15,000 yen (about £30m) for development of oil resources around Sobei Bay, it was announced in Tokyo.

Officials of Japan National Oil Corporation said the offer was conveyed to the Chinese when Mr Hisaji Tokunaga, governor of the government-run oil company, visited Peking earlier this month.

They noted, however, that the offer was "quite unofficial, made during informal conversations between Mr. Tokunaga and Chinese authorities."

China has made no response, either official or unofficial, to the offer they did receive.

Peking has been asking the Tokyo government for cooperation in developing oil resources around the Bay area, which the Chinese have said are located deep in the ground and require considerable investment to develop.

The Japanese are hoping that China will repay the loans with oil to be developed in the area.

### Italian car sales reverse trend

Car sales in Italy, bucking the trend of the recession, showed a 29.95 per cent increase in September over September 1979, reaching 131,534. Figures issued by the Association of Motor Car Industries put the increase at 19.36 per cent for the first nine months of the year, compared to the same period last year. With 53,706 cars sold, Fiat had 45.39 per cent of the market in September.

### Biogen expansion

Monsanto has purchased equity in Biogen, the generic engineering company that runs laboratories in Geneva, for \$2mn (£1.5m). The cash will be used to finance Biogen's expanding research and development programme.

### Gas offshoot

International Energy Development Corporation has formed a natural gas subsidiary, International Gas Development Corporation, which will develop natural gas-related projects in Third World countries.

### Opec meeting call

Venezuela has called for an immediate extraordinary meeting of the Organization of Petroleum Exporting Countries to "study the market situation" in the wake of the Iran-Iraq war, an energy ministry spokesman said in Caracas.

### Yugoslavian loan

Yugoslavia is seeking up to DM1,400m (£314m) in a Euroloan being arranged by West German banks, but the final amount and conditions of the credit are still being negotiated, banking sources said in Frankfurt.

### German output falls

West German production of passenger cars totalled 312,500 in September, down 1.1 per cent from 334,721 in September 1979, the automobile industry association reported from Frankfurt. In the first nine months, car production totalled 2,709,800 units, down 9 per cent from the year-earlier period.

### Tokyo car output

Japan's car production registered a new record for September, totalling 1,003,827 units. The total represents an increase of 41.2 per cent from August and 23.8 per cent from the year before. It surpasses the previous record of 81,652 units set in September 1979.

### Rome trade imbalance

Italian exports fell 3.7 per cent in real terms in the first seven months of 1980, compared to a year earlier, while imports rose a real 5.8 per cent, data released from the government statistics institute said yesterday. Total export prices were up an average 11 per cent, while import prices were an average 32 per cent higher.

### Trade surplus rises

South Africa's trade surplus rose to R485.3m rand (£245m) in September 1980, up from R318.3m rand in August. Imports during September totalled R1,616.1m rand, down from R1,387m rand in August. Exports also fell slightly from R1,706m rand in August to R1,647m rand last month.

### Business appointments

Mr R. N. Hodge, an ICI Mond Division deputy chairman, has been appointed ICI's general manager personnel (operations) with effect from April 1. Dr J. F. Watt, exploration and development manager of ICI Petroleum Services, has been appointed a director of the petrochemicals division from the same date.

Mr F. H. Bruton has become director of financial institutions at Grindlays Bank. Mr C. D. Barr becomes director—specialized financial services.

## Tooling Investments plan development, expansion and recruitment

Tooling Investments, the Midlands-based company which has bought the machine tool manufacturing business of the defunct Alfred Herbert group, yesterday announced plans to spend £1m in each of the next three years in developing and expanding the business.

Mr Ron Lynch, chairman of Tooling Investments, said of Alfred Herbert, "that within the next 12 to 18 months new workers would be recruited at the Edgwick, Coventry, factory, and within three years, the company would be taking on a substantial number of new employees."

He also gave details of a reorganization plan for the Herbert operations which would involve disposal of the Red Lane, Coventry, machine tool reconditioning plant and of more than half of the Edgwick factory. It is hoped that the Red Lane site alone will sell for at least £1.2m.

Alfred Herbert, one of the world's biggest machine tool empires, went into voluntary liquidation last week after disposal of its 15 businesses to private buyers.

The National Enterprise Board, Herbert's owner, is left with losses of at least £57m to write off.

Tooling Investments, in agreement with the NERB, has declined to reveal the sum it paid for Herbert's machine tool operations. A statement of affairs drawn up by Herbert's liquidators shows that the company is still owed £7.6m from the buyers of its Edgwick and Mackdown Lane, Birmingham, plants.

Trade union convenors from the Edgwick and Red Lane works attended yesterday's Tooling Investments press conference in London which was pervaded by an atmosphere of cooperation and optimism.



Mr. Ron Lynch, chairman (left), and Mr. John Wright, deputy chairman, both former managers of BL.

Mr. Lynch said that given a new era of strict financial control, including a big reduction of overheads, the business could succeed on the excellence of its products—most advanced computer controlled machines—the expertise of its sales and design teams, and on its experienced and highly skilled work force.

Tooling Investments, backed by Barclays, Herbert's banker, expects its turnover to rise from £3.5m last year to £24m in 1981. Of this, £1m is expected to come from the Edgwick business and £4m from AG Engineering of Aldridge, giving the company a wide spread of machine tool interests.

Referring to the Herbert purchase, Mr. Lynch said: "We have not acquired their businesses in the hope of keeping them alive; we have bought them because following the changes we will make we are confident that they will become truly profitable. The bank supports our plans and will continue to provide the financial support necessary for us to achieve our objectives."

output levels, and to build machines for stock. Mr. Lynch said the company would match the delivery times of Japanese producers, who have made great inroads in the United Kingdom metalworking machine market.

Herbert's overseas subsidiaries, whose value in the statement of affairs was estimated at £13m, remain unsold but Tooling Investments has first refusal to purchase them and is expected to make an offer after a detailed examination in the next few weeks.

The new owner of Alfred Herbert is a two-man business formed six years ago as a machine tool reconditioning company. Mr. Lynch, who is 40, and Mr. John Wright, who is 43 and the company's managing chairman, are both graduate engineers and former managers with BL. Mr. Lynch said that the company had made profits each year since its inception. (1979 pretax net profit was £825,000) which had been re-invested in the business.

Tooling Investments' growth has been based on acquisition of Wickman's Censtar Tool works in Birmingham, in 1977, of Sandwell Engineering at Tipton, Shropshire, the following year, and of AG Engineering of Aldridge, giving the company a wide spread of machine tool interests.

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Edward Townsend

## Sixteen institutions agree broad plan to supervise engineering

By Derek Harris, Commercial Editor

The engineering profession has produced what is being claimed as an agreed view on the way it would like Sir Keith Joseph, Secretary of State for Industry, to set up a new body to oversee the profession.

A document is expected to go to Sir Keith next week. It will be signed by 16 of the leading engineering institutions, the Council of Engineering Institutions (CEI) and the Fellowship of Engineers.

The key recommendation in the brief for Sir Keith produced after two days of meetings, is believed to be for an element of direct representation to be retained in a new body.

This may be achieved by providing lists from the various professional organizations of suggested candidates for the governing council of the new body. The Department of Industry has admitted that its members initially should be nominated by Sir Keith.

The brief, on an alternative draft charter for the new body, is understood to suggest the overseeing of the profession, at present the role of CEI, should be changed by means of a supplementary charter to the CEI. This would change its constitution, presumably, by

allowing representation from industry and universities and would also change its name.

Such a change is bound to attract criticisms that the new body would be the much-criticized CEI only modified and under a new name. It remains to be seen how far it will be acceptable to Sir Keith, the Engineering Employers' Federation (EEF) and the Confederation of British Industry.

The EEF particularly has been arguing strongly for a heavy representation from industry on the new body, possibly 50 per cent or more, and there is some support on this from the CBI.

But the CBI and EEF have still to make their full responses to Sir Keith on how the new body should be constituted and this might be in conflict with the institutions' views.

Until now there has been disagreement within the profession on how the new body should be constituted. The four largest institutions covering civil, mechanical, electrical and chemical engineering, had wanted to bring many of the other institutions within their orbit to group representation on the new body.

But because many chartered engineers are also industrialists this would not conflict with giving considerable representation to industrialists.

The Department of Industry thinks that the success of the new body is more likely to depend on the quality of its members than their backgrounds.

A professional engineer who is also an industrialist who has considerable industrial experience, is the likeliest choice as chairman of the new body.

Dockers get £75.50 a week "fall back" pay even if they are not needed, which employers say is costing them over £m a year.

Mr Mayhew said: "I think there is a need for a scheme that provides enough slack in the system to be taken up at times of peak demand.

"Companies could not employ more people than they had work for, otherwise they would suffer the same fate as Liver-

pool-based T. & J. Harrison which stopped stevedoring last month, dismissing 175 men.

By Peter Hill, Industrial Editor

The deal involves stops in which T. & J. Elliott and Sons Ltd., majority shareholders. The majority shareholders had wanted to dispose of the outlets for cash and, because Elliott and Sons was not in a position to buy all the shops, Bally stepped in.

Mr Adrian Elliott, chairman of Elliott and Sons, said yesterday: "The deal is clearly of mutual benefit to Elliott and Sons and Bally, since it enables both companies to fulfil their respective objectives."

Eight of the shops have been sold to Bally for £1.75m with a further option on three. The remaining two have been bought by Elliott and Sons, which now

enjoys 100 per cent family ownership of all its retail outlets without outside shareholders.

All of the shops are in the south of England and will be run by Bally. Mr Douglas Bowen, Bally's group marketing director, said that the Swiss-owned company's manufacturing capacity in the United Kingdom expanded considerably in the past 18 months.

"While Bally's name and reputation has been built over many years on Swiss and continental-made merchandise, we have shown that high-quality classic and casual British-made shoes can compete successfully with the imported styles," Mr Bowen said.

By a concentrated programme of upgrading the quality and design of our UK production we see a very healthy future for our factories in the United Kingdom."

Most Bally products will continue to be sold through independently-owned shoe shops

enjoying 100 per cent family ownership of all its retail outlets without outside shareholders.

Its programme for summer next year is to have 240,000 holidays, 10 per cent of which are cheaper than the equivalent in 1979.

Global, which expects to sell over 50,000 coach tours in 1981 as part of its expansion, intends to intensify price competition.

Next year the company will concentrate on offering nationwide flight departures, further reducing prices in seasonal "shoulder" periods, increasing the choice of destinations, boosting child reductions and developing its holidays for over 55s.

Global is dropping all hotels where the dissatisfaction level went above 2 per cent in 1980.

## Bally buys Elliott shoe shops in £2.5m deal

By David Hewson

The Bally Group (UK) has bought eight Elliott shoe shops and taken options on a further three in a £2.5m investment which the company described as "a big step in its aims for a wholly-owned retail network throughout Britain".

Mr. Adrian Elliott, chairman of Elliott and Sons, said yesterday: "The deal is clearly of mutual benefit to Elliott and Sons and Bally, since it enables both companies to fulfil their respective objectives."

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Global is dropping all hotels where the dissatisfaction level went above 2 per cent in 1980.

By Peter Hill, Industrial Editor

During this year, Global had achieved an average load factor of 92 per cent.

The company's increase in capacity is around the same as that announced by the other three major tour operators. Like its rivals, Global is also freezing or lowering the price of many of its holidays.

Mr. Cattermole said: "The continued strength of sterling is giving increased buying power and enabling us to offset the higher cost of air travel".

We expect to increase our share of a fairly stagnant market," Mr. Cattermole said that Global had made profits well over £1m in each of the last three years and expected sales to exceed £45m in 1981.

By Peter Hill, Industrial Editor

Global Holidays, the package

## No return to casual dock labour

By Patrick Mayhew, Under-Secretary of State for Employment

At a meeting of the Burmah Shareholders Action Group (BSAG) yesterday, Sir R. Kenneth, secretary (October 14), said: "self-respecting companies like us will be able to manage their affairs without government intervention."

Perhaps he may be right in point in one single oil company that was able to conduct its affairs during 1974 and 1975. Had there been no intervention, would "no assistance" have been needed?

However, where Mr. Kenneth is at sea is on his facts—complex, perhaps, but vital to a proper understanding of why Burmah shareholders were independent and continue to be so.

One reservation is whether the new body should be a vehicle for change in engineering generally.

There also appears to be a strong feeling in the profession that there should be a prevalence of chartered engineers on the new body.

But because many chartered engineers are also industrialists this would not conflict with giving considerable representation to industrialists.

The Department of Industry thinks that the success of the new body is more likely to depend on the quality of its members than their backgrounds.

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BY THE FINANCIAL EDITOR

## BHS loses some glamour

British Home Stores has gained a premiership in the retailing sector after last year's above-average profits performance and confidence that its trading switch out of food to higher margin goods and the heavy investment programme would provide it with more momentum in the 1980s than its competitors.

Latest half-year figures showing a near-fifth drop in pretax profits to £10.6m are however more in line with some of the steeper declines at Marks and Spencer's 11 per cent slip last week. As at Marks it has been food sales at BHS that have held up much better than merchandise.

In the event gross margins have been more less maintained but sharply higher operating costs have hit them at the net level. Unlike Marks and Debenhams, BHS does not appear to have been able to contain costs with little attempt for example trim labour.

Another dent has been made by interest payments of just over £1m against interest receivable last time of £16.9m. Some 300,000 of this arose from last June's £25m convertible issue and the remainder from Westinghouse Brake and Signal and had no contribution from Fasco, the United States electrical motors group bought last April for \$140m.

Consequently, this time cash resources have dwindled and now stand at around £55m so interest income has come down from £4.5m to £1.5m but there is still a fall contribution from Westinghouse and three months from Fasco.

While overseas operations are said to be doing "relatively" well, Canada which last year contributed £52.7m only made \$1.9m this time. But generally the strength of the pound has not been helpful to Hawker's results when converted into sterling.

It looks as if the next half will be little different from the first. Although some of the divisions must be affected by the recession Hawker has some trump cards, including its buoyant mining equipment and railways sections.

Its international spread is also a serious help against problems at home. Even so with say £110m for the full year, the shares at 22p are on a prospective p/e ratio of 11 and a yield of 4.9 per cent, assuming an unchanged final. It is difficult to see much progress against the market.

**Hanson's purchase**

**One worth waiting for**

The market had been waiting impatiently for Hanson Trust's next United States acquisition. A year ago it failed to buy Barber Oil but last month it issued a £25m convertible bond. In terms of size the latest United States takeover was certainly worth waiting for.

Hanson is capitalized at around £188m; McDonough will cost £7.8m or roughly what Hanson was prepared to spend on Barber Oil. So the deal dwarfs earlier United States takeovers such as Interstate for £16m (1977), Hygrade Food Products in 1978 for £19m, Carisbrooke Industries in 1975 for £17m.

Hanson is known for buying into non-fashionable basic businesses and conceding little or nothing for good will. McDonough is a big building materials and hand tools business around Houston, Texas, has FIFCO net assets of £76.3m.

Nor is the bid extravagant in terms of McDonough's standing on Wall Street. The Hanson price of £18.45 or \$45 compares with an immediate pre-bid price of \$41.

Hanson already gets half its profits from the United States, and in a good year McDonough will tilt the balance decisively. But profits are falling. In the year to last January it had pretax profits of £14.8m. In the half year to July they were only £3m. This suggests, say, £7m for the full year because the second half is seasonally the better one.

However, Hanson is borrowing at 15 per cent, effectively adding around £9.5m to the £64.4m borrowed. But United States interest rates could fall, and the deal will not be completed until next January. For the year to last September Hanson is widely expected to report pretax profits of around £39m. Finally, Hanson is adept at selling chunks of acquisitions at high prices. The shares understandably rose 2p to 179p.

## Business Diary: Value judgments

## • Comets and carrots

**Business Equipment Trade Association (Bera)** has turned tables on a monthly magazine which examines business equipment and services, rating "best buy", "good", "bad buy" or "poor". According to the latest issue of the Bera Newsletter, magazine *What to Buy*, for once it is itself a bad buy.

Bera says the magazine's "are unsatisfactory and failing", "inaccurate and derogatory" and "not related to further the industry interests or to assist its customers".

*What to Buy* does not test items thoroughly, relying on the opinions of users' leaders" and that the magazine's investigations have been it posing as potential losers.

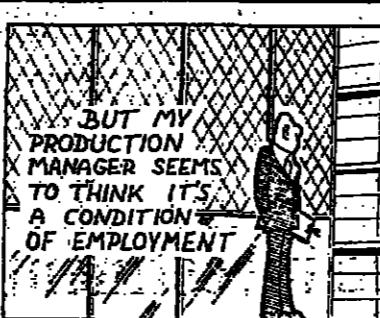
In Derrick, of Oppenheim UK, which publishes *What to Buy*, is furious at Bera's attack on its efforts. "We contact manufacturers' distributors before criticising them, and we give them a reply in every issue, to publish an explanation findings", he said.

"They did not contact us, they refused us the right of and they will not offer substantiation of their claims."

Tick admits his company has to buy every piece of equipment to test and that he sees nothing in gathering users' to gather a potential customer to see how the measure up to the made for them.

### Wallchart

**THERE'S AN OLD ADAGE**  
THE MAN WHO NEVER  
MADE A MISTAKE NEVER  
MADE ANYTHING



"Our only inaccuracies have longest serving member of one of their committees. It is 33 years since he became a founder member of what was then called the test pilot committee, and he has been involved in the planning of every air show since.

He said yesterday: "In those early days we were involved in eternal arguments between the industry and the ministries, and 20 years later these still go on."

Cunningham last flew in a Farnborough show in 1976 at the controls of one of the fleet of Trident airliners built for China.

He is best remembered by the public as 'Caissey', the night fighter pilot whose extraordinary vision was attributed by the propaganda machine to the eating of carrots, whereas it was really due to radar, and as the man who made the first flight in the Concorde aircraft on July 27, 1949.

Trubshaw succeeds an even better-known former test pilot, Group Captain John Cunningham, who was congratulated at a meeting yesterday of the SEAC council on being the

Jordans, the company information specialists, has decided this year to double to 2,000 the number of companies in its annual guide to private concerns.

This is the two-volume Britain's Top 2,000 Private Companies 1980 (£18 each or £34 the set) and whether you are after an acquisition or just want to know who pays well, it is well worth a read.

The companies covered range from the commodity brokers Czernikow Group with sales of £1.378m to Sutich & Sutich Shipping with a turnover of about £2m.

The highest profit margin was achieved by John Swire & Sons (31.28 per cent) and highest profitability by Haymarket Publishing (180.41 per cent).

A "much worse trading situation" is revealed by the 1979 figures in this year's guide. Jordans says: "The average percentage change in turnover was 17.3 per cent, net tangible assets were up by 18 per cent, but pretax profits were down by 2.6 per cent."

The Lord knows what next year's guide will reveal, I hope I am around to report on it.

A businessman, I was asked by the inland telegraph operator how many "it's" there were in "British" and "attend" and "lives man" as in "success". When she asked if he wanted "92", in the address sent as a number or as one or two words, he gave up and telephoned his message.

Ross Davies

## Economic notebook

### Investing in human capital

Robert McNamara has presided over an intellectual revolution during his 12 years as head of the World Bank. It is this rather than the eleven-fold increase in the bank's lending in that period, which will distinguish his term when he steps down next summer.

For the revolution of the McNamara era has turned upside down many of the orthodox notions about the processes of economic growth in the developing countries and the alleviation of poverty.

A little more than a decade ago it was conventionally assumed that more equal income distribution and developing countries could only be accomplished at the cost of the population's higher income in overall national growth. Indeed, it was suggested that the distribution of income would have to become less equal for a time during the early stages of economic development.

Today, policies aimed at distributing widely the benefits of growth are viewed as important not only in reducing poverty but in supporting economic growth itself in the longer term.

It is the experience of three decades of international development effort that has brought about this change. Since 1950, income per person in the developing world has doubled. But it has become increasingly clear that numbers of people have largely failed to benefit from this growth.

The proportion of people living in absolute poverty in the developing countries may have fallen during the past two decades but, because of population growth, the number of people in absolute poverty has increased. The key to this is whether economic growth can by itself provide any solution to the problems of large-scale deprivation faced by developing countries. But it is here that we run into what appears to be a conflict between economic growth and greater equity.

Many economists have argued that it is only through growth that there will be anything significant to distribute and that policies aimed at redistributing incomes would only slow down growth and condemn the poor to remain in that state for longer.

This is because, so the argument runs, the mechanisms which promote economic growth also promote economic concentration, and a worsening of the relative and perhaps even the absolute position of the lower-income groups.

This pattern is described by what is known as the Kuznets curve, named after the economist Simon Kuznets. This shows that the income of the poorest 40 per cent of the population normally grows more slowly than the average until income per person reaches a range of \$700 to \$900 (at 1978 money values). Beyond this range, growth is not worse than the average.

Clearly, people who are skilled and sick make little contribution to a country's economic growth.

It is perhaps significant that countries like South Korea, Taiwan, Singapore and Hong Kong, which are held up by western conservatives as paragons of enterprising market economies, also have quite developed social infrastructures.

It is, however, Sri Lanka which provides one of the clearest examples of the benefits of investment in human capital. Sri Lanka's record on life expectancy, literacy and fertility is one of the best in the world, in relation to its low-income level. But to achieve this the government has spent on average over the past two decades nearly 10 per cent of its gross national product on education, health and nutrition programmes.

In the 1960s, the country's growth was 0.7 per cent above the average for low-income countries. But in the 1970s slower growth in agriculture, and especially manufacturing, caused Sri Lanka's gdp growth rate to be somewhat below the average for the low-income countries.

However, because its population expanded by a small amount, its gdp growth per person over the period 1960-1977, at 2 per cent, was above the 1.4 per cent average of the low-income countries. Sri Lanka thus did no worse in terms of growth than comparable countries, while greatly outperforming them in human development.

There is no doubt that economic growth must remain a major objective of the developing countries. But the lesson of post-war development is that growth alone is not enough. Policies aimed at reducing poverty and making the low-income groups productive are equally important.

The twin objectives are mutually supporting, rather than conflicting. The legacy of McNamara is that he threw away the Kuznets curve.

Melvyn Westlake

## Competition policy—the quick and painless solution

This week two companies have given undertakings to drop practices which were under investigation as being anti-competitive. The effect of new government legislation is discussed

by Derek Harris

For the second time this week Mr Gordon Borrie, Director General of Fair Trading, has secured an undertaking from a company to drop practices which he had started investigating as possibly anti-competitive.

Yesterday, it was ICI, one of the top dozen British companies, which is ending restrictive clauses in contracts with customers for its soda ash, in the production of which it has a monopoly in Britain. Soda ash is used extensively in glass manufacture, as well as the making of other products, such as paper and detergents.

Earlier this week the British Broadcasting Corporation and Independent Television Publications undertook to supply promotional details to "give-away" newspapers, as they do to other newspapers, after Mr Borrie took the view that denying the free papers could inhibit competition for advertising revenue.

In each case Mr Borrie has dropped initial inquiries which could have led to a formal reference to the Monopolies and Mergers Commission for a full investigation of an apparent anti-competitive practice.

This is a development in the practical working of the Government's new competition legislation, which was regarded as inevitable but of which Mr Borrie could not be certain about until his new powers to act against single companies were applied.

This week's showing suggests that a fair number of cases could be dealt with much more quickly with single companies the investigation process can otherwise stretch to about a year. It also means for less cost both for the public purse and the companies involved.

If judgment goes against it a wide variety of goods are present denied to the discount retailers, who are likely to go on sale there. They could range from cosmetics to sports goods to chinaware.

Since Tenco, among the leading multiples, and Argos, the discount catalogue chain which is part of BAT, first complained to Mr Borrie about the withholding of supplies both companies have had some offers of the affected goods. It shows that manufacturers' attitudes are crumbling, but it will take a commission judgment fully to shift the advantage over to the discounters.

If this week's developments

are encouraging to Mr Borrie he still has some worries. One is the flow of candidates for investigation, although, as more investigations get under way, it is likely that more evidence of anti-competitive practices will find its way to the Office of Fair Trading.

His office has produced a guide to what constitutes anti-competitive practice, which helped to explain the new legislation. The legislation was designed to give the widest scope to Mr Borrie.

Companies with large market shares are most at risk and Mr Borrie is concentrating broadly on two areas—pricing and distribution policies.

Of prices three possible abuses have been identified so far: price discriminations to different customer groups; "predatory" pricing aimed at driving out competitors by temporarily selling below cost; and vertical price agreements in which a monopoly supplier of an essential ingredient used by competitors, as well as by itself, keeps up the price of the ingredient.

Distribution policies which may be abuses include various selling arrangements that oblige buyers to take additional items from, or all of, a manufacturer's range or give a buyer exclusive geographical selling rights or exclusive purchase of a manufacturer's products.

If Mr Borrie is clearer about the path he will tread it is also clear that at a time of recession, with manufacturing industry finding for their lives, the Office of Fair Trading has to be seen to be acting reasonably if the operation of the competition policy is not to fall into disrepute.

Mr Borrie has also shown signs of treading warily in areas involving Whitchurch sponoring departments. Opposition from Mr Peter Walker, Minister of Agriculture, Fisheries and Food, delayed Mr Borrie's decision whether to go ahead and refer the dairy industry to a full-scale monopoly inquiry.

This reference would be under older legislation but the same sort of problem could arise under the new. Even now Mr Borrie has written to those involved in the industry saying that he is merely "minded" to refer, which is probably indicating that there is not yet quite a full head of steam for a go-ahead.

## Sweden's robots on the march

Stockholm

Sweden, with nearly 10 per cent of the world's industrial robots, has emerged as Europe's largest producer of them. Robots for export have become big business as Swedish multinationals such as ASEA and Electrolux recruit sales forces and more engineers.

Robots, such as the ASEA IRB, with an accuracy of about a fifth of a millimetre, are world best-sellers. By last March the company was reported to have sold out its production capacity for 1980. These expensive machines were being used by Volvo for gear sub-assembly experiments, while in West Germany BMW use them to assemble complete oil pumps.

Sweden has achieved a clear lead in Europe because of its historically high labour costs and pioneering work in environment protection laws, which meant that robots were introduced very early. Nowhere else are manufacturers eliminating boring or dangerous jobs, particularly in the Swedish industry.

The latest generation is the assembly "robot". These are putting together gear sub-assemblies in a pilot experiment at the University of Linkoping in Sweden. "And it is theoretically possible to link robots with computers and sensors and television cameras to assemble an entire car," says Mr Goeran Lundstrom, a Stockholm robot expert.

Robot research started in earnest during the early 1960s in Sweden, when companies such as Electrolux conducted

pleasant shift work in numerous industries.

Funding new applications for assembly robots is an important ingredient in research and new uses are constantly being introduced.

The University of Linkoping is involved in a long-term study of applications to traditional technical work, while the University of Lulea in northern Sweden is investigating the physical, mental and social effects of "robotization". Not long ago the ministry appointed a commission to calculate the economic effects of advanced electronics, including the impact of robot technology.

So far, robots have not significantly affected employment in Sweden but there is widespread concern in Sweden that sweeping technical changes caused by robots linked with microprocessors could eventually result in widespread unemployment in industrialized countries before the end of the eighties unless governments introduce programmes for alternative employment.

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## FINANCIAL NEWS

## Stock markets

**Confidence boosted by MLR hopes**

Further selective buying in a thin market on hopes of an imminent cut in lending rates saw share prices rise still further yesterday.

Dealers again reported institutional buying spurred by the recent rise in the level of sterling. This led to hopes of a cut in MLR, possibly today, which in turn inspired investors. However, jobbers again complained of highly selective buying with most attention focused on the specialist situations, including oils, electrics and stores.

Investment interest was also kept alive by the long list of companies reporting and special situations.

In the event the FT Index, which opened 1.8 up before climbing by 5.5, eventually closed slightly off the top, 4.7 higher at 488.7.

Gilts enjoyed a return of confidence with dealers reporting institutional support on the back of sterling. In long rises of around £1 were recorded, while at the shorter end, the gains were limited to £1. But no one was prepared to stick his neck out and predict a cut in MLR at 12.30 today.

Leading industrial's spent another neglected session still under the shadow of ICI, where lower profits are being forecast later this month. Despite this the price of ICI rose 2p to 32p in line with the rest of the market. Glaxo added 4p at 23p, BAT 2p at 28p and Bowater 1p at 17p, after its interim strong run. The interim figures from Hawker Siddeley

proved better than expected and the shares rose 1p to 23p.

Elsewhere on the results front, British Home Stores climbed 5p to 157p, despite a profits setback and took most of the stores sector to 112p.

Marks and Spencer 3p to 112p, both in the wake of recent trading statements. GUS "A" closed unchanged at 45p,

announcing the subsequent announcement, putting Times Newspapers up for sale or closing them by March, 1981, saw the shares requoted. They rose 40p before settling 36p higher on the day at 360p.

Giltspur firmed 2p to 105p, awaiting news of talks which might lead to a bid, while acquisition news added 2p to Hanson Trust at 175p. Recent trading statements saw Paterson Zachonis put on a further 5p at 360p, with Newman-Tonks rising 3p to 500 and United Carriers 6p to 24p.

The strength of sterling brought renewed interest to the leisure sector where Coral Leisure advanced 2p to 127p, Ladbroke 5p to 234p, Pleasureama 6p to 171p, and Horizon Travel 2p to 325p, the latter in expectation of increased bookings for overseas holidays.

Electricals continued to gain further satisfaction from the recent links made between Racal, 9p to 34p, and General Electric of the United States. Meanwhile, GECI leapt 15p to 55p following a meeting with brokers De Zoete & Bevan, who came away greatly impressed.

Elsewhere, stock shortages added 8p to Plessey at 260p. Hoveringham at 53p, Pressac 2p to 28p with Pretoria Portland Cement unchanged at 325p. A more favourable view was taken of the interim figures from Smith St Aubyn up 10p at 175p and Jessel Toybend, 2p stronger at 84p.

Shares of International Thomson Organisation were suspended at 360p, pending an

update. The group has small gains in banks where

**Latest results**

Company Int'l Fin	Sales £m	Profits £m	Earnings per share	Div pence	Pay date	Year's total
BH Stores (I)	184(151)	10.6(13.2)	3.0(3.5)	1.7(1.7)	2.1	-(4.3)
Cont Union (I)	—(—)	0.82(0.68)	—(—)	21(1.75)	1/12	-(6.0)
Dupont (I)	93.5(97.8)	4.4*(4.1)	10.69*(8.45)	—(2.12)	—	-(5.23)
Eleco Hedges (F)	19.7(17.03)	1.7(1.65)	—(—)	2.3(2.1)	—	3.3(3.0)
Greenbank Ind (I)	4.59(4.61)	0.45(0.64)	—(—)	0.45(0.6)	24/11	-(1.34)
Hoveringham (I)	37.8(28.2)	1.39(1.0)	4.53(3.89)	0.68(0.68)	10/12	-(3.7)
Hawker Siddeley (I)	617(551)	57.2(53.1)	14.7(14.3)	3(3)	—	-(8.0)
Lon & Norberts (I)	110.8(103.7)	4.2(5.8)	4.3(6.4)	1.4(1.4)	31/12	-(3.73)
London Sumatra (I)	9.07(8.62)	4.33(4.47)	13.6(13.36)	2(2)	3.1	-(3.8)
Pressac (F)	8.79(9.71)	0.29(1.25)	1.41(10.9)	0.75(1.49)	5/12	1.25(2.0)
Tele Rentals (I)	24.9(18.3)	6.3(5.3)	10.8(9.75)	2(1.8)	3/12	-(7.5)
Trust Union (I)	—(—)	1.22(0.92)	—(—)	1.5(1.2)	5/12	-(2.71)

Dividends in this table are shown net of tax on pence per share. Elsewhere in Business News dividends are shown on a gross basis. To establish gross multiply the net dividend by 1.428. Profits are shown pre-tax and earnings are net. \*loss.

**DUPORT GROUP****INTERIM REPORT**

Points from the Report to Members for six months ended 31 July 1980

■ Group loss on trading for the six months to 31 July 1980 amounted to £2.5 million. With much increased financing costs the loss after interest was £4.5 million compared with a profit of £4.14 million for the same period last year. The loss of profit arising from the effects of the B.S.C. strike early in the year was £2.4 million and trading losses have also been increased by £750,000 of redundancy costs resulting from action taken to reduce operating costs in line with lower activity levels.

■ The demand for engineering quality steels did not recover following the settlement of the steel strike as customers reduced their stocks in response to lower levels of trading; and competition has been so intense that steel is now being sold at much reduced prices.

■ Our metal forming interests were affected by weak demand in the tractor and motor industries and our foundries in particular operated well below capacity throughout the period.

■ De-stocking in the High Street adversely affected our furniture companies, but Sutherland made some progress in the development of an improved product range. Our plastics interests achieved satisfactory results.

■ In view of the results for the first half of the year and the uncertain climate which is facing the Group, the Board does not feel it appropriate to declare an interim dividend.

Six months to 31 July			Full Year		
1980	1979	1979/80	£'000	£'000	£'000
93,539	97,800	193,822			
PROFIT/LOSS (-) BEFORE TAXATION	-4,468	4,142			6,663
TAXATION	62	572			1,072
PROFIT/LOSS (-) AFTER TAXATION	-4,530	3,570			5,551
ORDINARY DIVIDENDS	—	962			2,288

■ The results for the first half of the year demonstrate the harsh effects of current economic policies being pursued by the Government coupled with the effects of the present recession. The private sector is bearing a great burden imposed by over valued sterling, high interest rates and ill disciplined Public Sector spending. Strenuous efforts are being made to reduce costs and to improve competitiveness. By the end of the financial year the Group will have reduced manpower in the U.K. by over 1,600 employees to 6,000 in total. These redundancies have already been announced and will result in a further cost of £600,000 being charged against trading in the second half of the year, together with £1 million of reorganisation costs to be included in the accounts as an extraordinary item. However in a capital intensive industry such as steel, the maintenance of a volume base and sensible pricing structure is crucial, particularly so since the Private Sector of the Steel Industry does not have recourse to the public purse to fund its losses.

The outlook for the remainder of the year is not at all clear with the underlying level of activity in the economy being confused and the consumption base continually eroded. So far the second half of the year has seen a further deterioration in trading conditions. Demand in our steel works is extremely low and whilst there are small improvements in other sectors of the Group, further losses are inevitable until the return of a more viable level of demand and realistic price levels in the U.K. economy. It is disturbing that a company that has invested substantially over the past few years, when some sections of industry have been properly criticised by Government and Trade Unions, we find ourselves in a position of having excellent and well managed facilities that are dramatically underutilised.

Copies of the full Report will be sent to all Shareholders and to Debenture and Loan Stockholders. Further copies are available from The Secretary, Dupont Limited, Dupont House, Edgbaston, Birmingham B16 8JU.

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Printed in Great Britain by The Times Press Ltd, London

Published weekly on Thursday by The Times Publishing Company Ltd

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# Equities maintain progress

**ACCOUNT DAYS:** Dealings Began, Oct 13. Dealings End, Oct 24. § Contango Day, Oct 27. Settlement Day, Nov 3.

§ Forward bargains are permitted on two previous days.



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## PERSONAL CHOICE

## Broadcasting Guide

Edited by Peter Davalle

## TELEVISION

## BBC 1

9.50 am For Schools, Colleges: *Mister Germany*, 9.55 Maths: *Trigonometry*; 9.57 Maths: a number of things; 10.10 *Micro-go-round*; 10.55 Social worker's life; 11.05 Evolution of the landscape; 12.00 pm *Postscript*; 12.45 *Newspaper weather*; 1.00 *Pebble Mill at One*: Includes Tony Billow's film item, and Richard Blizard's explaining how to make cheap toys at home. 1.45 *Mr Benn*: *The Letters*, b and g (1); 2.15 *For Schools, Colleges: Music*; time: two, b and d, threes: 2.40 *Exams and all that*: *Closedown* 3.00 *TV Times*; 3.25 *Drama*: *Miyazaki* (tv 0); *Nen-fay* (ten years ago, or more). For Welsh viewers.

3.35 *Play School*: *Sue Peto's Story*: What's It Going to Be? With *Two (r)*; 4.25 *Jacksonay*: Kenneth Williams continues his readings from *Norman Hunter's Count Book* (on the Carpet).

4.35 *Heidi*: Episode 4 of this sentimental story about an orphan girl in the Swiss Alps and her

friend Peter. 5.00 *John Craven's Newsround*: Primarily for young viewers, but adults can become hooked. 5.05 *Blue Peter*: Interview with 17-year-old Carl Furrer, runner-up in the Senior World Trampolining Championships in September. The actual winner was Stewart Wilson. 5.35 *The Amazing Adventures of Morph*: *The Dog Show*. With Tony Hart.

5.45 *News*: With Jan Leeming.

6.00 *News*: *Woman's Hour*.

6.30 *Weather*.

6.35 *Yesterday in Parliament*.

6.45 *The Fox* (1).

9.00 *News*.

9.05 *Ticker Than Water* (2).

9.30 *The Living World*.

9.45 *News*.

10.00 *Penny More, Not a Penny Less* (1).

10.30 *Daily Service*.

10.45 *Edge of Darkness*, Edge of Light (4).

11.00 *News*.

11.05 *File on 4*.

11.30 *Enquire Within*.

12.00 *News*.

12.30 *Top of the Form*.

12.35 *Weather*.

1.00 *The World at One*.

1.30 *Party Political Broadcast* (Labour).

1.40 *The Archers*.

2.00 *News*.

2.30 *Woman's Hour*.

3.00 *News*.

3.02 *Play*: *Summer Trade*, by Nick Darke.

3.30 *Fritz Spriggl's Musical Alphabet*.

4.00 *Bookclub*.

4.25 *Reading*: On Saturday Afternoon, by Alan Silcox.

5.00 *PM*.

5.35 *Weather*.

6.00 *News*.

6.30 *Answers*?

7.00 *News*.

7.05 *The Archers*.

7.30 *BBC Northern SO*, Downings, 7.45 *Adventure*, 7.50 *Salvage*, 7.55 *Emmerdale Farm*, 8.00 *Young Voice*, 8.30 *World News*, 8.45 *Parrot*.

8.55 *News*.

9.00 *World Cup*.

9.30 *International Snooker*: High-lights from today's games in the State Express World Challenge Cup.

10.00 *Newsnight*: Linda Alexander reads the bulletins and David Icke looks after the sports cover.

11.30 *International Snooker*: High-lights from today's games in the State Express World Challenge Cup. Ends at 12.15 am. The semi-finals begin tomorrow.

Diane Keen). Tonight: Different views about *Shakespeare's birthday* (see *Personal Choice*). 10.00 *News*: With Richard Baker. 9.25 *McKenzie*: Episode 8 of Andrea Newman's glossy romantic serial. McKenzie, in his cups, admits he shouldn't have left his *Goldwyn* and Kara Wilson (as the wife). 10.30 *Question Time*: Robbie Day's panel consists of Roy Hattersley, Ian Kroll, Nigel Lawson and Lord Heseltine. 11.30 *News*: Headlines.

11.30 *Kojak*: The detective poses as a crooked policeman in a bid to catch the head of a narcotics ring. With Telly Savalas.

12.10 *am Weather forecast*.

**RE 1. VARIATIONS**: *Crown/Water*, 1.15 *Violin*, 2.12 *Flute*, 2.35 *Flute*, 3.25 *Flute*, 3.45 *Flute*, 4.15 *Flute*, 4.35 *Flute*, 5.10 *Am*, 5.30 *Flute*, 6.15 *Flute*, 6.35 *Flute*, 7.10 *Am*, 7.30 *Flute*, 8.15 *Flute*, 8.35 *Flute*, 9.10 *Flute*, 9.30 *Flute*, 10.15 *Flute*, 10.35 *Flute*, 11.10 *Flute*, 11.30 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 *Flute*, 8.15 *Flute*, 9.10 *Flute*, 10.15 *Flute*, 11.10 *Flute*, 12.10 *Flute*, 12.30 *Flute*, 1.15 *Flute*, 2.15 *Flute*, 3.15 *Flute*, 4.15 *Flute*, 5.10 *Flute*, 6.15 *Flute*, 7.10 <i

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ADVERTISING  
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HERE**

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DOMESTIC SITUATIONS .. 18  
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SECRETARIAL APPOINTMENTS .. 14  
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cm semi display £18.50 per  
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cm semi display £18.50 per  
cm full display

**WEEKEND GOLF ROUND**  
£11.00 per cm full display,  
minimum 5 cms.

**COURT CIRCULAR**  
£4.00 per line.  
**BOX NUMBERS**  
£3.25.

Finals in the heating re-  
lated to the above items  
is the same to you, to the individual  
it is not. Please let us know if it  
is not. Philanthropic 1

**BIRTHS**  
BROWN—On October 13th at  
Brudenell, Matlock, Derbyshire, Tom  
and Ann 11m Alexander.

BURGOYD—On October 21st at  
Milton Hill, and Kelli, a daughter

CARMICHAEL—On October 22nd  
to Diana and Ralph, daughter  
of John and Linda.

DALTON—On 13th October in  
Gorizia (nee Murray) and Tony  
John, brother for Barbara and Linda.

GREEN—On 13th October 19 Anna  
and David, son of Thomas

HATCH—On 13th October 19 Anna  
and David, son of Thomas

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